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PALM BEACH

VOLUME 79, NO. 3

MARCH-

1986









THE LANNAN HOME

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DEPARTMENTS

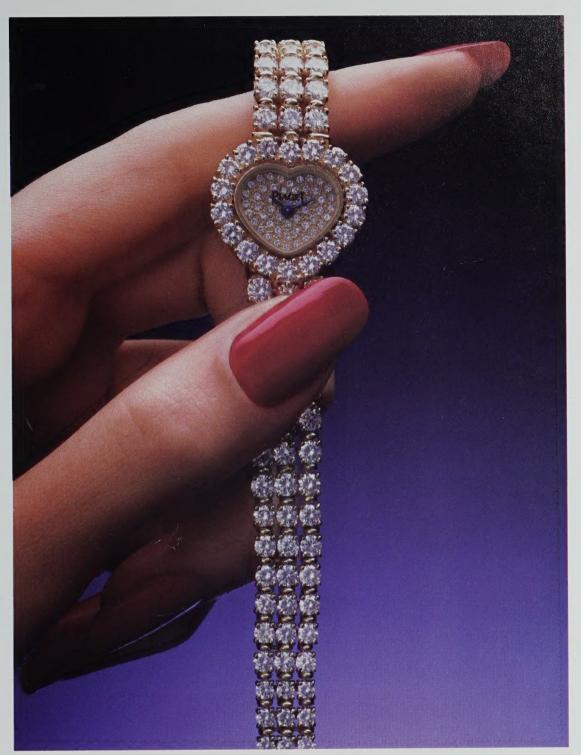
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ON OUR COVER: Positioned in front of a brilliant sky, the Concorde is majesty in flight. As we look skyward to celebrate its tenth anniversary, we're reminded of another occasion — the return of Halley's comet after a 75-year hiatus. Why not tie the two celebrations together and see the comet from the Concorde? For more on this and other aviation-related subjects, see our special section beginning on page 83. Comet photo by Dennis di Cicco/Sky & Telescope Magazine.



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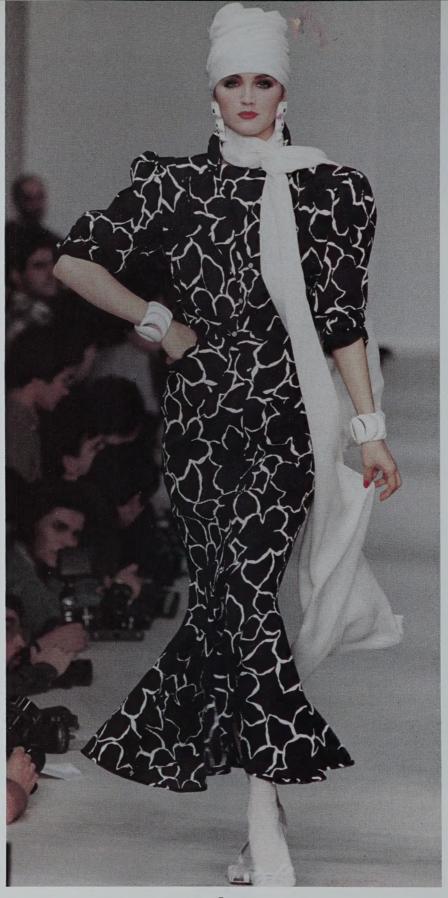




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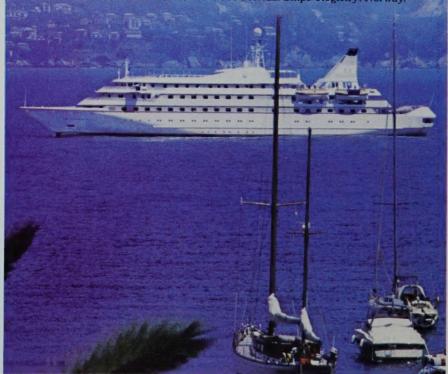
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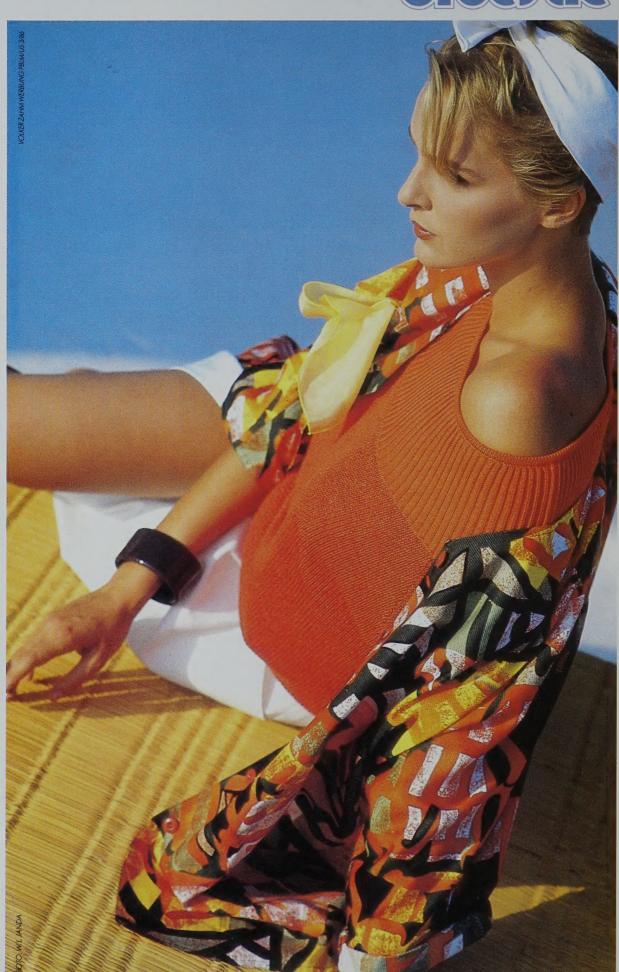
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AGNES ASH

PB DATELINE

he covered wagon settled America; the railroad industrialized the country; the Model T turned a nation of farmers into a society of nomadic suburbanites. Now supersonic flight is internationalizing life in South Florida.

And because the Concorde is celebrating its 10th birthday, this issue of *Palm Beach Life* is all about aviation. The British Airways Concorde is the fastest connection between Florida and the rest of the world.

Nancy Beth Jackson writes about Capt. Brian O. Walpole, the pilot who supervises the British Airways Concorde program, and she describes the development of the first supersonic commercial aircraft as a joint venture between England and France.

A story on the Wright brothers was assigned to Rosamond Young and Catharine Fitzgerald who coauthored a book on the history of flight. It was commissioned by the Air Force Museum Foundation which funds the museum at Wright Patterson Air Force Base.

Roz knows it all. She's a certified expert on the Wright brothers. However, anyone who has ever lived in Dayton, Ohio, feels qualified to share anecdotes about the eccentric geniuses.

I lived there during World War II and stayed until 1951. My brother was graduated from Wilbur Wright High School and often came home to tell us, over a meat-rationed dinner table, about Orville Wright's visits to the school named for his brother.

Orville would sit in the cafeteria talking to the principal, eating the school lunch. Orville was credited with helping formulate the science curriculum and the "manual training" activities — one small service to Ohio's welfare that never made the history books.

I went to Orville Wright's funeral on Feb. 2, 1948. Offices and stores were closed for two hours. I stood on the curb at Fourth and Main waiting for the cortege to pass. It was a misty, overcast day. As the modest procession came slowly down the wide boulevard, it seemed an inappropriately humble send-off for a man who had so dramatically accelerated the pace of civilization. No flags, no drummers, only two motorcycle escorts.

Then an increasingly forceful humming turned all heads to the sky. Dropping out of the low-hanging clouds were the F-80s, flying in a "missing man" formation. The fighter squadron swooped low over the hearse then gained altitude, and lifted away into the horizon.

No funeral rhetoric, no rifle shots, no riderless horse could have been more eloquent.

It was enough.

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THE WINE MYSTIQUE

istory sometimes does repeat itself, if not quite in the way we would expect. Take the wine industry in mid-19th century Europe, for example. It seemed a golden age for the vintners. Across Europe an increasingly prosperous middle class was buying the famous wines which previously only the aristocracy had enjoyed. Through the 1860s there was a succession of glorious vintages in Bordeaux, wines which an older generation of wine writers remembered as the greatest clarets they had ever tasted. Then along came a little American louse — the phylloxera bug — and by the 1870s vineyards were being ripped up from the Mediterranean to the Rhine.

Take California today. As if the state's wine industry did not have enough problems — such as lower-priced, high-quality European competition and some neo-prohibitionist stirrings at home — phylloxera has struck again. In typical American style, it is a bigger, better model — or, to be more scientific, it is a new strain of the dread insect which thrives on what until now had been thought phylloxera-resistant vines.

Will its impact be as devastating? Will hundreds of millions of dollars and 20 years of work be lost? Will the Napa Valley be turned back into orchards and grazing land?

Stay tuned — and don't panic. Californians are used to dealing with the apocalyptic. They're supposed to have a big earthquake any day now, too. They have the sort of faith in technology — the Silicon Valley isn't too far from the Napa, remember — which promises an eventual, even speedy solution to any of nature's difficulties.

The New York Times reports that entomologists studying the pest believe the wine growers have about five years to deal with the problem before it becomes an economic emergency.

Phylloxera vastatrix is the awesome name of a very small bug, an aphid-like louse which chews its way into the roots of grapevines and eventually weakens the plant to the point of destruction. It is native to North America, but in the course of evolution the native vines developed a resistance to its attacks. But not the European vine, Vitis vinifera. What most people think of as wine comes from vinifera. Some of the insects were carried to Europe by accident in the mid-19th century and within a generation had destroyed the wine industry in many parts of France.

The French solved this problem by importing resistant American rootstocks and grafting on them vinifera shoots. A century later, Californians who wanted to



Sara Fredericks

Palm Beach Fort Lauderdale Sarasota New York Boston Cocoanut Grove

THE WINE MYSTIQUE

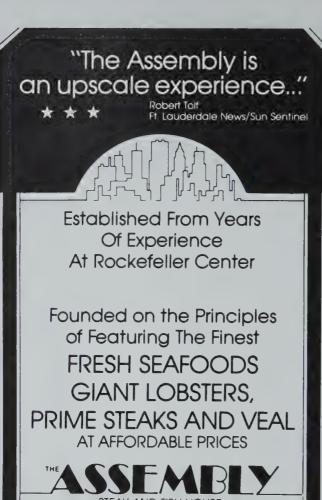
make wines that would resemble claret and burgundy and the like, planted these same vinifera types on supposedly disease-resistant stock. There were a few regions — Monterey County, for example — where they didn't even bother, since phylloxera had never appeared there.

It didn't take too long, though, for word to get around on the phylloxera grapevine, if you'll pardon the expression, that Monterey County was ripe for the picking.

To date, the insect has been found in some 100 acres of vineyards there, and it threatens the whole region.

And that's just the old-fashioned variety of the bug. Some 180 miles to the north, in the Napa Valley — America's premier wine region by far — a new strain of phylloxera has appeared, at least in one small area. Whether it's some new, perhaps Asian import or a home-grown mutation isn't known yet, but it attacks and eventually kills what, up to this year, had been considered "safe" plants.

No one expects hundreds of acres of vineyards to be wiped out overnight, but there is genuine cause for alarm over the next decade. It is a reminder, if we needed another one, that nature can stay one step ahead of the most advanced technology.



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IN GOOD SHAPE

Getting a Jump on Jet Lag

B irds aren't bothered. They don't outfly their own circadian rhythms. Concorde passengers aren't affected either. They beat the system by arriving before they take off.

However, for the rest of today's businessmen, athletes, politicians, diplomats, vacationers and just plain globe-trotters, jet lag has been known to ruin vacations, queer business deals and diminish spacial judgment.

Gold medalist Greg Louganis blamed jet lag for affecting his timing during the Olympic trials in Moscow when he hit his head on the 10-meter platform during a reverse dive. Former Secretary of State John Foster Dulles admitted he might have taken a more conciliatory stance with the Egyptians on the Aswan Dam if he hadn't been so fatigued from the jet transit.

Before we discovered the ability to transport ourselves across three or more time zones in any given day, jet lag was not even part of our daily lexicon. Animal transport, automobiles, trains and ships all reached their destinations along with our adjusted chronobiology. By accelerating the process, we arrived at our destination before our bodies had time to adapt. Depending on our age and adjustability, we now can experience constipation, insomnia, headache, impaired night and peripheral vision and loss of appetite — all this, in addition to a tiredness that ranges from lethargy to crushing fatigue.

Chronobiology is the study of how time affects living organisms. We have about 100 different biochemical and hormonal rhythms coordinated and controlled by an as-yet-unidentified central mechanism believed to be in the brain. This master clock has interrelated

satellite "timekeepers" throughout the body. Turning on and off, speeding up and slowing down, adjusting and readjusting, they cyclically govern fluctuations in blood pressure, heart and metabolic rate, body temperature, digestive enzymes and immune system responses. Hence, they determine when we are alert, sleepy, hungry, sexy, hot or cold. They also trigger when we are most — or least — clear-headed, athletic, coordinated, patient, distracted or decisive.

Because the synchronization of these rhythms relies on the presence of consistent daily patterns, different time frames and unexpect-



ed cues are anathema. By transplanting ourselves halfway around the world, we are faced with the unfamiliar timing requirements of external, internal and social cues. Sunlight isn't where it is supposed to be when it is supposed to be there; food is not ingested when the body usually receives it; family and other social interactions do not take place at the accustomed hour.

What's worse, the shift triggers such a major disruption in the synchronization of the timekeepers and body rhythms that your heart is "pumping to one beat while your lungs inhale and exhale to another ...," according to Dr. Charles F.



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IN GOOD SHAPE

Ehret who, together with Lynne Waller Scanlon, authored *Overcoming Jet Lag*. The time change affects the internal and external cues that put you to sleep and wake you up, release enzymes and stomach acids in anticipation of receiving food, control your bladder and excrete waste from your system. In fact, says Dr. Ehret, the time change affects the timing of every bodily function "right down to the level of a single cell."

When you board a jet and fly faster than the rotation of the earth, or against the direction of its rotation, upon arrival "you have to reset not only your wristwatch to reflect local time," Dr. Ehret observes, "but your entire 24-hour biochemical schedule as well." It will take the body about one day to adjust for each time zone crossed.

Younger travelers do it faster. Our two-year-old grandson, Morgan, flew with his parents and us from New York to New Zealand with no ill effects. He arrived as chipper as a local lark, bouyed, no doubt, by the fact that he had slept in a crib attached to an airline bulkhead during the 18- or 19-hour flight. On the other hand, we adults arrived like zombies and proceeded to muddle through the several succeeding days which he took in easy stride.

It is easier traveling north-to-south and vice versa even if you're flying thousands of miles at a clip because you do not change more than one or two time zones. Dr. Ehret points out that when it is noon in Boston, it is also noon in Lima, Peru; and while your "sense of place" is affected, your "sense of time" remains essentially undisturbed. As a result, your sense of well-being readjusts rapidly.

East-to-west travel is less difficult than west-to-east. Because the body's natural circadian rhythm averages about 25, rather than 24 hours, it is easier to adjust to a longer day than a shorter one. So-called "morning people" travel better than "night people" from New York to California because, as early risers, they are normally exposed to more daylight hours. Hence, they respond better to the longer day east-west travel produces.

It is when you combine eastwest with north-south travel or criss-cross time zones persistently that the fatigue factor of jet lag develops into more than simply not feeling up to snuff.

As an almost annual traveler to New Zealand, I appreciate the dilemma. I cross three time zones from New York to Los Angeles, a five-hour flight. Another five hours and a further time change later, I'm in Hawaii. This is followed by a nine-hour stretch across the Pacific to Auckland where I experience not only a change in the time of day, but a change of day, because I've crossed the international date line. Adding to my body's scramble to adjust is the realization that I'm now in the Southern, rather than Northern, hemisphere — in the





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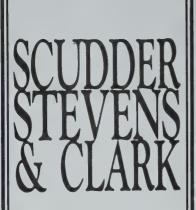
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season *opposite* the one I left many hours earlier!

By comparison, flying from the East Coast of the United States to Europe is a jaunt. Nap for a few hours on arrival and you are pretty much ready to be part of the social scene with only a mild energy lapse as an occasional side effect.

Concorde passengers, of course, are the exception. While a 747, flying subsonically, takes seven hours to cross the Atlantic, the Concorde, flying supersonically, traverses the ocean in three hours and 40 minutes reaching a top speed of about 1,350 mph. You can leave New York or Washington, D.C. in early afternoon and arrive in your London or Paris hotel room before midnight. On the day of your return trip, according to Ed-

ward Tourtellotte, public relations director for Air France, it is not unfeasible to get up, have breakfast, stop by your Paris office for the mail, leave on the 11 a.m. Concorde and arrive in New York "before you leave" at 8:45 a.m. local time.

For we lesser mortals, a variety of methods have been developed over the years to help ease the miseries of jet lag. Dr. Ehret's Anti-Jet-Lag Diet has produced the most interest thus far. It alternates feast and fast days using foods to stimulate or calm the body's hormonal system. Adrenalin, released by high-protein foods, keeps the body active in daytime; indoleamine, released by carbohydrate-rich foods, induces sleep at night. A chemical called methylated xanthine — that's caffeine to you and me — can

HEALTHLINE

Monitoring Post-Trip Problems... Dr. Richard B. Birrer and Dr. Charles M. Plotz of Downstate Medical Center in Brooklyn, N.Y., advise returning travelers who have acquired illnesses abroad to request the following tests from their physicians: a blood count, three stool tests for eggs, parasites and disease-causing fecal bacteria and a tuberculin test.

Should you become ill during the weeks or months following your return from a trip abroad, it is important to tell your family doctor where and when you have traveled. Should your symptoms be gastrointestinal, it is important that the physician arrange for you to have a stool analysis performed at a lab equipped to detect parasites.

Helpful, Healthful Travel Agents... The Centers for Disease Control in Atlanta release periodic "advisory memorandums" intended to keep travel agents, airlines, shipping companies and health departments updated on disease overseas. The service is free to any travel agent

who requests it. Be sure to ask your agent about the possible health risks encountered in the areas you plan to travel. If the agent does not know, tell him/her of the service and ask for a follow-up far enough in advance to enable you to take the necessary precautions.

Computerized Disease Alert ... Dr. Kenneth R. Dardick, a Connecticut physician, has devised a computer software program called "Immunization Alert" originally developed for government and corporate clients. For a fee of \$25, he will provide individual travelers with an up-to-date, detailed, personalized health report on up to six countries the traveler may wish to visit. The computer program will tell what diseases are prevalent and what precautions are necessary, recommended or advisable. Armed with this data, travelers should seek appropriate medical attention from their own physician prior to embarking. Contact Dr. Dardick at Immunization Alert, P.O. Box 406, Storrs, Conn. 06268.

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reset the body clock; so, in controlled amounts, coffee and tea are part of the jet lag plan.

The first step, however, is to determine when breakfast time will be at your destination. Then, beginning four days before your arrival date, you drink no coffee, tea, caffeinated soft drinks or alcohol except between 3 and 5 p.m. All your meals can be eaten at the regular times.

On the first day of the diet, you feast on a high-protein breakfast and lunch — eggs, fish, chicken and such — but eat a dinner high in carbohydrates - pasta, salad, fruits. On day two, you fast, taking only light meals of soup, salad, fruits and fruit juices. Day three is another "feast" day. On day four, if you're traveling east-to-west, have only caffeine in the morning. If you're an eastbound European traveler, you should have only caffeine between 6 and 11 p.m., following the regular "fast"-day practices. Break this final fast with a high-protein breakfast at your destination.

Dr. Ehret's diet is summarized on a wallet-sized card available free to anyone who sends a stamped, self-addressed envelope to Anti-Jet-Lag Diet, OPA, Argonne National Laboratory, 9700 S. Cass Ave., Argonne, Ill. 60439. Or, the plan can be found in *Overcoming Jet Lag* published by Berkley Books.

In addition to his diet, Dr. Ehret recommends the following tips for on-board comfort: Drink no alcoholic beverages. Wine, sherry and port contain histamines that induce head congestion. Alcohol also aggravates aerotitis, the failure of the middle ear to adjust to pressure changes during takeoff and landing. Select a seat in the nonsmoking section. Carbon monoxide in cigarette smoke reduces the blood's ability to transport oxygen and can result in headache. Drink lots of water. Get up, move around and stretch as often as possible. On really long flights, try to grab three empty seats in a row and sleep.

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ALDEN WHITMAN

FIRST EDITIONS

arch, for reasons that are a bit farfetched, is a festive month for Americans of Irish descent. It probably has something to do with the fact that St. Patrick's Day falls on the 17th, an occasion for parades and feasting and the wearing of the green. In Chicago, I am told, the authorities dye the Chicago River green for the day; in New York, shivering school bands tootle their way up Fifth Avenue. So what better time to read Andrew M. Greeley's irreverent novel about the American Irish? Greeley's previous books from inside the Catholic Church — he's a priest — have justly made him a best-selling author. His new fiction is Angels of September (Warner/Gernard Geis, \$17.95), a zestful knockabout of the Irish-American clergy, politicians and cops. The tale that issues from Greeley's word processor is his liveliest yet, and his publishers have ordered an initial printing of 125,000 copies, an impressive number. The story concerns Ann Reilly, a beautiful art gallery owner in her 50s. She has had two unhappy marriages and now falls in love with a Chicago cop by the name of Mike Casey, who is also a one-time schoolmate. It is, however, no simple or easy love affair, for Ann, a lifelong Catholic, is filled with a sense of guilt to the point where she is reluctant to enter a third marriage. To complicate her feelings, Ann fantasizes over some paintings by a dead, insane priest and believes her sanity is slipping. The cop's cousin, Father "Blackie" Ryan, a cathedral rector, and his psychiatrist sister join in an effort to exorcise Ann's demons. The novel's conflict is between Ann, a woman we come to care about, and her authoritative Catholic morality. In

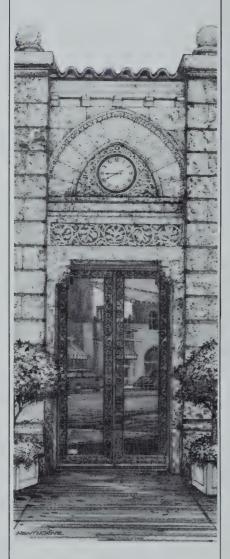


Tender Offer is a social comedy by Nora Johnson who writes with a salty crackle.

the course of resolving this inner torment, Greeley happily takes on popes, bishops, politicians, cops and academics, most of them of Irish extraction. The result is Greeley's most readable book to date.

he ability to write is not, of course, genetically transmitted, although there is much evidence that the desire to write is often kindled out of admiration for a parent or ancestor with a gift for clothing insights with words. Such is surely the case with Kaylie Jones, the young daughter of the late James Jones, best known for From Here to Eternity, his gripping novel of military life in the peacetime army. Kaylie Jones makes a most impressive debut this month with As Soon as It Rains (Doubleday, \$16.95), a sensitive and obviously autobiographical novel about a young woman struggling to come to terms with the death of a muchloved father. The heroine is Chloe Raymond, and her story, recounted with unusual candor, explores how her world was shattered with the





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passing of her father at a time when her values were not entirely formed. Some of the action occurs in a Long -Island resort village where boys and girls and much strong drinking go hand in hand during the summer. Then the scene shifts to Paris, where Chloe and a close friend are obliged to confront the inevitability of growing up into adulthood and individual identity. The anger the writer felt over her father's death and the happiness

she achieved when she ultimately became her own person are evident in the novel; her style shows promise of developing into a powerful mode of expression.

ention the name of Ken Follett and you start a stampede to the book stalls for his brand of international hugger-mugger, in which Rambo always bashes those naughty spies from the Kremlin, His latest version

is Lie Down with Lions (Morrow, \$18.95), which combines treachery and romance and requires some care in reading so as not to become confused by the quick turns and twists of the plot. I may have omitted a bit, but the Americans are Jane and Ellis, lovers in Paris without benefit of clergy. Jane gives Ellis the gate when she discovers he's a CIA spook informing on terrorists. As Ellis departs for the United States, Jane marries Jean-Pierre Debout, a French doctor, and speeds with him to Afghanistan to minister to rebels fighting the Russians. Then Jane, who does not seem very perceptive in such matters, discovers that Jean-Pierre is actually a Soviet spy. Shortly, Ellis is back with an offer of American help for an Afghan rebel chieftain. Wicked Jean-Pierre is the while plotting with the Russians to kill not only the chieftain but also Jane and Ellis. At this point, Follett rushes his novel to a tension-filled climax. I forbear to say who wins.

or you thriller fans, let me say that Gerald Browne (19 Purchase Street) is back with a better-than-average entertainment titled Stone 588 (Arbor House, \$16.95). It has a level of sophistication that I found engaging. Some of the action, though improbable, is nonetheless well imagined. The story involves Phillip Stringer, a New York diamond merchant, and Audrey Hill, the heir to a vast fortune. The two just barely escape death in a hair-raising chase across the roof of St. Patrick's Cathedral. They are chased by gunmen who believe they are carrying Stone 588, which is reputed to possess the power to cure any ailment whatsoever. The complication is that Phillip and Audrey are lovers, and the stone, which gets to be stolen, must be recovered so it can exert its curative magic on Phillip's son who is dying of bone cancer. There are gunmen, of course, and a woman who seeks the stone for reasons of her own. Browne is a practiced spinner of yarns, and this one is





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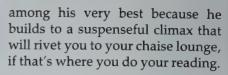
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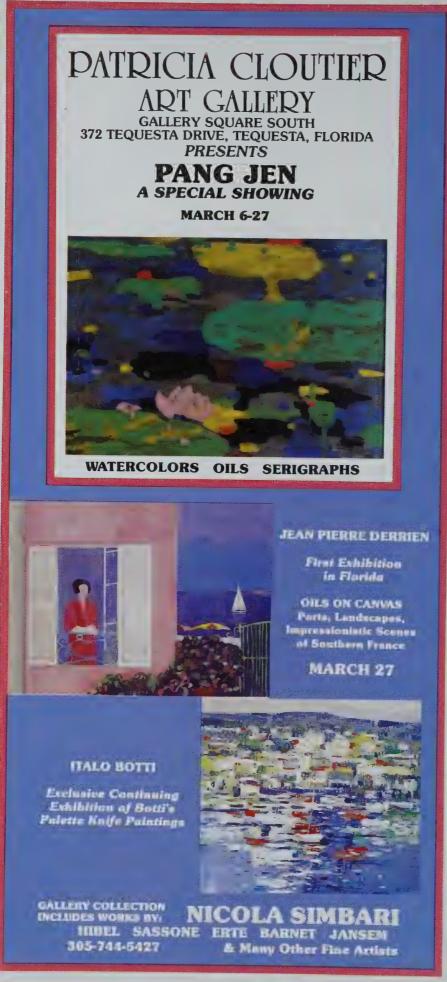
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ocial comedy is a sort of fiction rarer these days than it should be. One explanation, I think, is that the genre requires precisely the right touch; if the writer is too heavy, his parody verges on slapstick or the obvious. If he hits the keys too lightly, his social comedy lacks the essential bite. One writer who seems to possess the dry wit and the salty crackle that lifts her work above the ordinary is Nora Johnson, whose new novel of social comedy is Tender Offer (Simon & Schuster, \$17.95). The daughter of Nunnally Johnson, the late, great screenwriter, Nora Johnson tells us in her new book about Jamie Ricklehouse, a muchpetted princess of Manhattan's Upper East Side, who was reared in the classic mode of such daughters of the wealthy — a fashionable private school, passage through Vassar, ritual debutante parties and then marriage, in this case, to an Irish Catholic from Upstate New York. Into this cocoon the real world of dollars and cents seldom obtruded. Boredom, though, puts Jamie in touch with a woman's way in the 1980s, and she discovers the excitement of a new life, for which her heritage as the child of a successful businessman has prepared her. The novel, which is written from Jamie's perspective, is full of wry insights about money and love and behavior.

B lanche Cassola is a fictional woman whose earthy doings and common sense are likely to appeal deeply, even to those who do not share her Brooklyn origins or her way of life. The explanation for this state of affairs is that her creator, Elliot West, has the great gift of being able to fashion a credible character, one with genuine speech patterns and reallife emotional problems. Blanche appears in West's new novel,



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Blanche and Nicky (Macmillan, \$15.95). The work conveys us to the 1930s with the tale of a courageous woman who makes a life for herself and her son, Nicky. The odds are considerable, for Blanche is not cut from common cloth; she loves men, who find her irresistible; and she does not care in her fight for survival. The threat, though, is eventually to her relationship with Nicky. West's novel is excellent.

ou're virtually certain to hear a lot this month about Clark Howard and his new novel, Dirt Rich (St. Martin's/Marek, \$18.95), a blockbuster about the discovery of oil in East Texas in the 1920s. Written as a melodrama, the novel is a very thinly disguised true story of how a major oil pool was found in a spot where geologists had doubted one could exist. Howard, a Texan by adoption, settles for a saga of two



Clark Howard tells the tale of an oil discovery in East Texas in the 1920s.

small-town Midwesterners, Georgia and Sam Sheridan, who arrive in East Texas to look at a 100-acre bequest from a man they have never met. Shunned by the local cattlemen, they are about to give up

when Sam smells diesel fuel, which he recognizes from his European service during World War I. Sam then puts together a drilling crew that finds an enormous oil field. Meantime, Sam and Georgia have their personal troubles and become estranged. Their problems, related with verve, culminate in violence after some revelations about old scandals. Howard squeezes every bit of drama out of the story.

ne of the givens of life, as you are surely aware, is that nothing happens quite the way you envision it. That salutary axiom is discerned anew by Harriet Bell, the chief personality in Clare Boylan's delightful new novel, Last Resorts (Summit, \$16.95), an often-hilarious account of a woman's search for an "ideal" life. Divorced and with three children — college-age twins and a nubile younger daughter — Harriet





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FIRST EDITIONS

assembles her brood on the Greek island of Keptos for the summer with the hope of building family solidarity. But her twins — Tim and Lulu — would rather drink with the locals than pursue a quiet home life; while Kitty, at 14, is turning into a sex kitten and thus attracting young lovers. To make matters worse, Harriet is upset by the construction of an offensive hotel nearby, and she is even more upset when her married lover decides to go back to his wife. The pickle is made more unpalatable when Harriet's former husband shows up. At this point, Harriet acts to extricate herself and seek her own brand of happiness.

ovels of intrigue lure me because I love to see how their authors manipulate their plots, and when there's a bit of sex thrown in, I can't resist. I think I've got a good one for you in Nancy Geyer's Frailties (Little, Brown, \$17.95), a compelling account of lust and greed in the world of the Houston wealthy. It concerns Lance Benson, the director of the city's Arch Theater, his beautiful wife, five suitably rich Texans Benson has induced to join his board of directors and, so help me, a 23year-old, long-limbed former Baptist who is very sexy. Benson, it seems, wants to attain riches himself, so he develops a plan to blackmail the five theater angels with the aid of Sandra Lowrey, the young actress who is infatuated with him. Nancy Geyer explains what happens when Benson's well-laid plan starts to fall apart and how it inevitably ends with murder. The new wealth of Houston's big dreamers and the frailties of human beings are exceedingly well portrayed.

ll the novels I've been writing about this month generally accept the current values of Western civilization; but not all writers, of course, are willing to raise a toast to those verities. In the mode of Brave New World and 1984, Margaret Atwood's The Handmaid's Tale (Houghton







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so they can produce children. Atwood's cautionary novel is written as the story of the handmaid named Offred, who narrates the details of her life before the Falwellian coup and afterward under the new regime. While Atwood's narrative is compelling as a well-crafted story, it is also powerful as a picture of how social tensions in this country could be resolved if the radical right should ever come to power and establish a repressive social order.

What deeply concerns Margaret Atwood is the survival of the human spirit.

s Buster Keaton, the great silent film comic, showed us, deadpan humor has virtually inexhaustible possibilities. I am reminded of this truth by Ellen Currie's Available Light (Summit, \$16.95), a rollicking first novel. Currie is the master of saucy dialogue and irreverence for stuffed shirts. The assembly of characters has impressive variety. It includes Kitty who in her mid-30s is still waiting for life to begin, and Rambeau, her saxophonist, losing-gambler lover who leaves her. Rambeau takes up with Drindy, an amoral sort, who is struggling with a child she has had with a man named Gordon, who is married to Eileen, Kitty's sister. In addition, the story includes a failed poet and a dog. A motley crew it is, and every member is a certified eccentric. The delight of the book is Ellen Currie's skill in putting them through some complicated antics.

astly this month, we have a fascinating book about food our foibles about what we find tasteful. The book is Marvin Harris' Good to Eat: Riddles of Food and Culture (Simon & Schuster, \$17.95), and it offers an anthropologist's insights into the origins of our eating preferences. He covers the influence of religious laws and cultural factors on such comestibles as horsemeat, beef, fish, insects and human flesh. One of the riddles Harris deals with is the ban on pork in some societies. He notes that swineherding was not feasible for nomadic desert tribesmen because pigs require a lot of care; thus the taboo on pork. Harris also makes the point that "good-to-eat" foods are frequently viands that yield the greatest profit in societies where middlemen dominate. The Harris book is great fun to dip into for additions to your stock of conversational openers.

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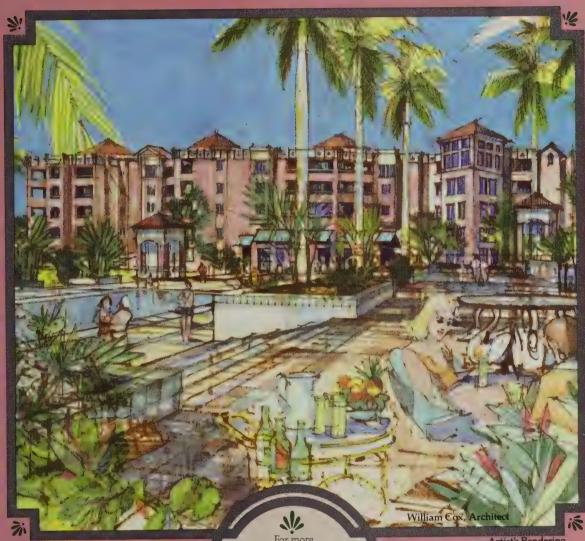




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Days & Nights

Following is a list of area events for the month of March. Although we make every effort to ensure accuracy in our calendar, occasionally schedules change after we go to press.

THEATER

- Actor's Workshop and Repertory Co. 308
 S. Dixie Highway, West Palm Beach.
 655-2122. Thursday through Saturday at
 8 p.m.; Sunday matinee at 2:30 p.m.
 March 1 through 16, Adult Orgasm Escapes From the Zoo by Dario Fo; March 20
 through 30, All My Sons by Arthur Miller.
- Burt Reynolds Jupiter Theater. 1001 Indiantown Road, Jupiter. 746-5566. Dinner service begins two hours before show. Curtain time Tuesday through Saturday at 8:30 p.m.; Wednesday and Saturday matinees and Sunday champagne brunch at 1:30 p.m. Through March 16, Taken in Marriage; March 18 to April 13, Alone Together by Lawrence Roman.
- Caldwell Playhouse. 286 N. Federal Highway (inside the Boca Mall), Boca Raton. 368-7509. Tuesday through Saturday at 8 p.m.; Sunday evening at 7 p.m.; matinees on Wednesday and Sunday at 2 p.m. March 1 through 30, Fridays, a new comedy by Andrew Johns. The Southeastern premiere.
- Coastal Players. Jupiter High School Theater, Jupiter. 746-6303. Friday and Saturday at 8 p.m.; Sunday at 2 p.m. March 14 to 16, The Dining Room.
- Coconut Grove Playhouse. 3500 Main Highway, Coconut Grove. 442-2000. Tuesday through Saturday at 8:15 p.m.; Wednesday, Saturday and Sunday matinees at 2 p.m. Through March 16, Berlin to Broadway with Kurt Weill: A Musical Voyage. March 25 through April 20, Seascape by Edward Albee.
- Delray Beach Playhouse. Lake Ida Park, N.W. 9th St. and Playhouse Isle, Delray Beach. 272-1281. Thursday through Saturday evening at 8 p.m. Sunday matinee at 1 p.m. and Sunday "Twilight" performance at 4:30 p.m. March 1 through 16, Anything Goes by Cole Porter.
- Florida Repertory Theater. 201 Clematis St., West Palm Beach. 832-6118. Thursday through Saturday evening at 8 p.m.; matinees on Thursday, Saturday and Sunday at 2 p.m. March 1 and 2, Kismet; March 6 through 30, Witness for the Prosecution.
- Fort Lauderdale Theater Co. Broward County Main Library Auditorium, 100 S. Andrews Ave., Fort Lauderdale. 761-5375. March 1, 8 and 15 at 8 p.m. and March 2, 9 and 16 at 2 p.m., The Gingerbread Lady by Neil Simon.
- Jan McArt's Royal Palm Dinner Theater. 303 Golfview Drive, Boca Raton. 426-

PREVIEW

On Broadway this season, Tango Argentino broke existing box office records and put dance back in vogue with "Big Apple" audiences. In Palm Beach, dance is always in fashion with West Palm Beach auditorium patrons, especially in March. By tradition, it's the month that Regional Art's impresario Clyde Fyfe rolls out the red carpet for America's favorite prima ballerinas and master choreographers. Fyfe has a reputation for being ahead of his time when it comes to choosing his yearly lineup of stellar attractions. And, this is no easy task considering he does his booking at least two years in advance. What's the winning combination that attracts both dance connoisseurs and dance dilettantes to the Dance At Two and Dance At Eight series? The art of presenting the dance troupes is as artful as the dance form — classic to contemporary works; a delicate balance of the known and the unknown to amuse, entertain and challenge.

The 1985-86 Regional Arts Dance Series starts off the month on March 1 and 2 with performances by Merce Cunningham and his troupe. He has been called the "poet of change" in the dance world. And, at age 65, Cunningham still mystifies his loyal followers with traditional dance rhetoric performed in a non-traditional manner.

On March 16, Arthur Mitchell and his Dance Theatre of Harlem perform at the auditorium for their fourth year in a row.

The Houston Ballet is also re-



The Houston Ballet Regional Arts Dance Series West Palm Beach Auditorium

turning to the series with a new version of the full-length *Peer Gynt* ballet choreographed by artistic director Ben Stevenson. This story ballet is scheduled for three performances on March 22 and 23, including a "family hour" performance at 7 p.m. on March 22.

If you can't attend the Houston Ballet dates at the West Palm Beach Auditorium, go south to Broward County. The troupe will perform *Giselle* March 19 through 21 at Bailey Hall, Broward Community College.

Our local ballet company, Ballet Florida, just back from their tour of Key West, will open their winter season on March 5 at the Lantana Santaluces Little Theater.

And the Florida Atlantic University Dance Artist Series at the Boca Raton campus concludes this month on March 6 and 7 with the Momentum Dance Company.

That's dancing in South Florida during March. Don't miss it.

- 2211. Dinner service begins two hours before show. Curtain time Tuesday through Saturday at 8 p.m., Sunday at 6 p.m. Wednesday and Saturday matinees at 2 p.m. Through March 16, Brigadoon; March 18 through May 18, She Loves Me.
- Lake Worth Playhouse. 713 Lake Ave., Lake Worth. 586-6410. Friday through Sunday at 8 p.m.; Sunday matinee at 2:30 p.m. March 1 through 9, Carnival.
- Palm Theater for Children. Royal
 Palm Theater Center, 303 Golfview
 Drive, Boca Raton. 488-2447, 395-7975.
 Each Saturday morning at 9:15 a.m.
 March 1 through 15, Huckleberry Finn;
 March 16 through 30, The Hobbit.
- Miami Beach Theater of the Performing Arts. 1700 Washington Ave., Miami Beach. 673-8300. Curtain at 8 p.m.; matinees begin at 2 p.m. and vary with performances. March 19 through 29, Biloxi Blues
- Musicana Dinner Theater. 1166 Marine Drive, West Palm Beach. 683-1711, 428-6018. Dinner at 6 p.m. followed by the show. Audience dancing between acts. March 1 through 9, Solid Gold II. Musical revue; March 11 through 30, Broadway Gala.
- The National Theater of the Deaf. Bailey Hall, Broward Community College, 3501 S. W. Davie Road, Fort Lauderdale, 761-



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7412 or 475-6884. March 9 at 2:15 and 8:15 p.m. This national theater combines spoken English with sign language.

Parker Playhouse. 707 N.E. 8th St., Fort Lauderdale. 764-0700. Curtain at 8:15 p.m. Matinee days vary with performances beginning at 2 p.m. Through March 15, Biloxi Blues by Neil Simon; March 18 through April 5, Run For Your Wife.

The Ring Theater. University of Miami, Coral Gables. 284-3360, 284-6889. Tuesday through Saturday at 8 p.m. Saturday matinee at 3 p.m. March 5 through 15, The Elephant Man.

Riverside Children's Theater. 400 Beach-

land Blvd., Vero Beach. 231-6990. March 8 at 1:30 p.m., Jungle Book.

The Riverside Players. 400 Beachland Blvd., Vero Beach. 231-6990. March 20 through 29 at 8 p.m., Godspell.

Riverside Theater. 400 Beachland Blvd., Vero Beach. 231-6990. March 1 at 8 p.m., Brighton Beach Memoirs; March 9 at 2 and 7 p.m., Amadeus; March 7 at 8:15 p.m., Hallelujah Hit Parade.

Royal Poinciana Playhouse. 70 Royal Poinciana Plaza, Palm Beach. 659-3310. Curtain at 8 p.m. Matinees vary with performances beginning at 2 p.m. March 4 through 15, Run For Your Wife; March 25 through April 5, The Goodspeed Opera

House production, Fiorello or You Never Know.

The Ruth Foreman Theater. Florida International University (Bay Vista Campus), N.E. 151 St., and Biscayne Boulevard, North Miami. 891-1830, 940-5902. Wednesday through Saturday evenings at 8 p.m., matinees on Wednesday and Thursday at 2 p.m., on Sunday at 3 p.m. Through March 9, Sweet Bird of Youth by Tennessee Williams; March 13 through April 13, The 49th Cousin.

Spotlight Players. Palm Beach Gardens Community Center, Palm Beach Gardens. 626-3785. March 1, 2, 7 and 8 at 8 p.m., Come Blow Your Horn.

Vero Beach Theater Guild. New Guild Theater, 2020 San Juan Ave., Vero Beach. 562-8300. Thursday through Saturday evening at 8:15 p.m., Saturday matinee at 1:30 p.m., March 6 through 15, Damn Yankees.

Village Players. North Palm Beach Community Center, North Palm Beach. 439-3436. March 14 through 21 at 8 p.m., Murder in the Magnolias.

MUSIC

Bailey Hall. Broward Community College, 3501 S.W. Davie Road, Fort Lauderdale. 761-7412 or 475-6884. March 1 at 8:15 p.m. and March 2 at 2:15 p.m., Marco Valenti and Irving Fields; March 8, Mr. Jack Daniel's Original Cornet Band.

Baroque at Its Best. First Congregational Church, Lake Worth. 582-6691. March 23 at 8 p.m., vocal and instrumental music. David Chandler, director.

Boca Raton Symphonic Pops. Mark Azzolina, conductor. Florida Atlantic University Auditorium, Glades Road, Boca Raton. 391-6777, 393-3758. March 18 and 20 at 8 p.m., Don Cornell, baritone.

Boynton Beach Community Concert Series. Boynton Beach Civic Center, Boynton Beach. 732-6980. March 8 at 8 p.m., Hodgens and Howard, duo-pianists.

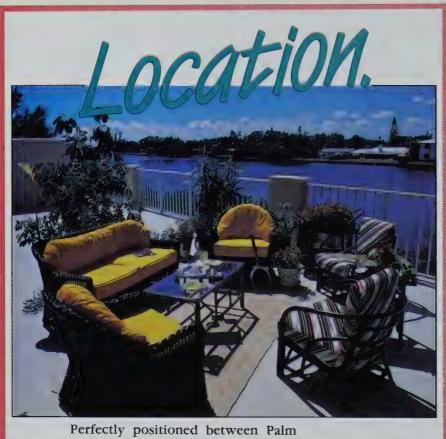
Broward Friends of Music. Bailey Hall. Broward Community College, 3501 S.W. Davie Road, Fort Lauderdale. 474-1392. March 24 at 8:30 p.m., Tokyo String Quartet; March 18 at 8:30 p.m., The Hagen String Quartet.

Broward Symphony Orchestra. Bailey Concert Hall, 3501 S.W. Davie Road, Fort Lauderdale. 761-7412, 475-4884. March 29 at 8:15 p.m. Featuring works of Mendelssohn.

Concert Association of Greater Miami. Dade County Auditorium, 2901 W. Flagler Drive, Miami. 545-3395. March 11 at 8:15 p.m., Orchestre Symphonique de Montreal; Yefim Bronfman, pianist.

Coral Ridge Concert Series. 5555 N. Federal Highway, Fort Lauderdale. 491-1103. March 14 at 8 p.m., Wheaton College Choir; March 21 at 8 p.m., Myrtle Hall, vocalist with Billy Graham Crusades.

Dolly Hand Cultural Arts Center. Glades Campus, Palm Beach Junior College, Belle Glade. 996-3055. March 20 at 8 p.m., Vienna to Broadway performed by Opera Northeast.



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- Florida Atlantic University Chamber Music Series. University Theater, Glades Road, Boca Raton. 393-3758, 393-3808. March 10 at 8 p.m., Cleveland Octet.
- Florida Atlantic University Festival Chorus. University Theater, Glades Road, Boca Raton. 393-3020. March 9 at 2:30 p.m., Messa Di Gloria by Puccini and King David by Honegger.
- Florida Atlantic University Special Events Series. University Theater, Glades Road, Boca Raton. 393-3020, 393-3758. March 2 at 8 p.m., The Texas Opera Theatre.
- The Great Artist Series. Miami Theatre of the Performing Arts, 1700 Washington Ave., Miami. 532-3491 or 523-6116. March 10 at 8:30 p.m., Orchestre Symphonique de Montreal; Isaac Stern, violin and Charles Dutoit, conductor.
- Greater Miami Opera. Dade County Auditorium, 2901 W. Flagler St., Miami. 854-1643. March 3, 5 and 8 at 8 p.m., March 4 at 7:30 p.m. and March 9 at 2:30 p.m., Of Mice and Men by Carlisle Floyd.
- Greater Palm Beach Symphony. Henry Morrison Flagler Museum, One Whitehall Way, Palm Beach. 655-2657. March 16 at 8 p.m., An Evening With David Bar-Illan, pianist.
- I Classici. Lakeside Presbyterian Church, West Palm Beach. 439-3436. March 15 at 8 p.m., chamber music.
- The Masterworks Chorus of the Palm Beaches. Dr. Jack Jones, director. First United Methodist Church, West Palm Beach. March 21 and 22 at 8 p.m., "St. John Passion" by Johann Sebastian Bach.
- Music at Eight. Regional Arts Foundation,
 West Palm Beach Auditorium, Palm
 Beach Lakes Boulevard, West Palm
 Beach. 684-3444, 683-6012. March 8 at 8
 p.m., Alicia De Larrocha, pianist; March
 12 at 8 p.m., Orchestre Symphonique de
 Montreal; Isaac Stern, violin and Charles
 Dutoit, conductor.
- Music at the Flagler. Henry Morrison Flagler Museum, One Whitehall Way, Palm Beach. 655-2657. March 16 at 8 p.m., An Evening with David Bar-Illan, pianist. Sponsored by The Greater Palm Beach Symphony.
- Music at Two. Regional Arts Foundation, West Palm Beach Auditorium, Palm Beach Lakes Boulevard, West Palm Beach. 684-3444, 683-6012. March 13 at 2 p.m., Orchestre Symphonique de Montreal; Isaac Stern, violin and Charles Dutoit. conductor.
- The Opera Guild of Fort Lauderdale. War Memorial Auditorium, 800 N.E. 8th St., Fort Lauderdale. 566-9913. March 11 at 8 p.m., Of Mice and Men by Carlisle Floyd (in English).
- Palm Beach Opera. West Palm Beach Auditorium, Palm Beach Lakes Boulevard, West Palm Beach. 833-7888. March 7, 9 and 11 at 8 p.m., La Boheme by Puccini.
- Philharmonic Orchestra of Florida. Family Favorites/Pops Series. All concerts at 8:15 p.m. March 13 at Taravella High School, Coral Springs; March 14 at Florida Atlantic University Auditorium, Boca Raton; March 15 at War Memorial Auditorium, Fort Lauderdale. Tops in Pops,

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Stuart: 791 S.E. Monterey Road/283-1362

March 28 at Florida Atlantic University Auditorium, Boca Raton. March 29 at War Memorial Auditorium, Fort Lauderdale, From Russia With Love, an all-Tchaikovsky program.

Philharmonic Orchestra of Florida. War Memorial Auditorium, 800 N.E. 8th St. Fort Lauderdale. 561-2997, 945-5180, 392-7230. March 25 and 26 at 8:15 p.m., Richard Stoltzman, clarinet; Yoel Levi, conductor. Works of Tchaikovsky, Hindemith and Brahms. March 27 at 8:15 p.m., repeat concert.

Prestige Series. Dade County Auditorium, 2901 W. Flagler St., Miami. 532-2207, 523-6116. March 11 at 8 p.m., Orchestre Symphonique de Montreal; Yefim Bronfman, pianist and Charles Dutoit, conductor.

Promenade Concert Series. Hibel Museum of Art, 150 Royal Poinciana Plaza, Palm Beach. 833-6870. March 9 at 3 p.m., Patsy Varnadore and Carol Clemmens, fourhand piano duet.

Sir John van Kesteren, Tenor and Palm Beach Opera. Jupiter High School Auditorium, Jupiter. 747-2022. March 2 at 4 p.m., Fourth Annual Help the Hungry at Home concert.

Society of the Four Arts. Four Arts Plaza, Palm Beach. 655-7226. March 12 at 8:30 p.m., The Paillard Chamber Orchestra. South Florida Symphony. Bailey Hall, Broward Community College, 3501 S.W. Davie Road, Fort Lauderdale. 761-7412, 475-6884. March 7 at 8:15 p.m., Paul Badura-Skoda, pianist; Alfredo Munar, conductor. Works of Beethoven and Balakirey.

South Florida Symphony. Florida Atlantic University Auditorium, Glades Road, Boca Raton. 391-9636. March 9 at 8:15 p.m., Paul Badura-Skoda, pianist; Alfredo Munar, conductor. Works of Beethoven and Balakirev.

Sunday at 4 Series. Temple Beth Sholom, 4144 Chase Ave., Miami Beach. 532-3491. March 9, The Chamber Music Society of Lincoln Center; March 23, Andrea Griminelli.

Tuesday with Music Series. Norton Gallery Theater, 1451 S. Olive Ave., West Palm Beach. March 11 at 8 p.m., The Arden Trio; March 25 at 8 p.m., Chantal Juillet, violin.

Vero Beach Concert Association. Riverside Theater, 400 Beachland Blvd., Vero Beach. 231-6990. March11 at 8:15 p.m., The Florida Orchestra.



Charles Demuth's Zinnias American Masters Exhibit Society of the Four Arts

Young Artist Concert Series. Temple Sinai, 2475 W. Atlantic Ave., Delray Beach. 276-6161. March 15 at 8 p.m., Dawn Upshaw, soprano.

Young Artist Series. Temple Beth El, Boca Raton. 391-8600. March 2 at 3 p.m., Gary Hoffman, cello; March 16 at 3 p.m., Sung-Ju Lee, violin.

ART

Art in Public Places. County Government Centers in West Palm Beach, Delray Beach and Palm Beach Gardens. 471-2901, 276-1522. Monday through Friday from 9 a.m. to 5 p.m. March 1 through 31, "Living Gallery." Exhibition of paintings, sculpture and photography by Palm Beach County artists.

Art Institute of Fort Lauderdale. 3000 E. Las Olas Blvd., Fort Lauderdale. 463-3000. Monday through Thursday 8 a.m. to 8 p.m., Friday 8 a.m. to 5 p.m., Saturday 9 a.m. to noon. March 3 through 28, Faculty Exhibit.

Bass Museum of Art. 2121 Park Ave., Miami. 673-7530. Tuesday through Saturday 10 a.m. to 5 p.m., Sunday 1 to 5 p.m.





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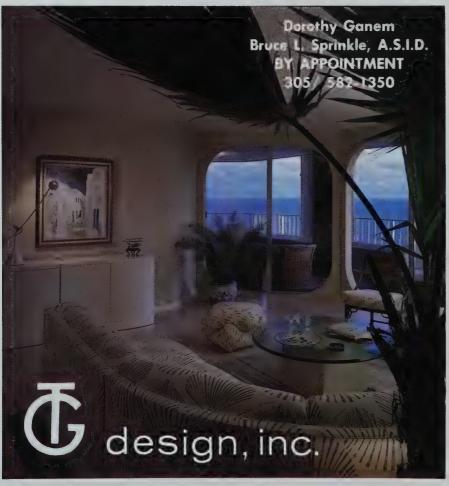
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DAYS & NIGHTS

Through April 6, "Carol Brown" in the Sculpture Garden; through April 27, "Christo Exhibition."

Boca Raton Museum of Art. 801 W. Palmetto Park Road, Boca Raton. 392-2500. Tuesday through Saturday, 10 a.m. to 4 p.m., Sunday 1 to 4 p.m. Through March 16, "Boca Collects Picasso," a ceramics exhibit. March 20 to 31, "Three for Three," contemporary art.

Broward Art Guild. Guild Gallery, 3450 N. Andrews Ave., Fort Lauderdale. 564-0121. Monday through Friday 10 a.m. to 4:30 p.m. Through March 28, Membership Exhibition.

Fort Lauderdale Museum of Art. One East Las Olas Blvd., Fort Lauderdale. 525-5500. Tuesday through Saturday 10 a.m. to 5 p.m., Sunday 1 p.m. to 5 p.m., The Inaugural Exhibit. March 1 to 30, "An American Renaissance: Painting and Sculpture Since 1940," curated by Sam Hunter.

Gallery Camino Real. Plaza Four, 399 Camino Gardens Blvd., Boca Raton. 392-8171. Monday through Saturday 11 a.m. to 5 p.m. Through March 5, "The Wonderful World of Richard Merkin." March 9 through 26, "Joan Brahms Paintings and Collection of Royal African Art."

Gallery Five. Gallery Square North, Tequesta. 747-5555. Tuesday through Friday 10 a.m. to 5 p.m., Saturday 10 a.m. to 2 p.m. March 3 through 29, "American Crafts and Wearable Art."

Habatat Galleries. 1090 Kane Concourse, Bay Harbor Island. 865-5050. Tuesday through Saturday 10 a.m. to 5 p.m., Friday open to 8 p.m. March 7 through 31, "Glass Works of William Carlson and Jon Wolfe." Cast and blown glass sculpture.

Henry Morrison Flagler Museum. One Whitehall Way, Palm Beach. 655-2833. Tuesday through Saturday 10 a.m. to 5 p.m., Sunday noon to 5 p.m. Through March 2, "An Artist's Vision of Historic Buildings in Florida" by watercolorist James Seeman and "Miami Herald 75th Anniversary Photographic Exhibit"; March 11 to April 13, "The Last Edwardians"; March 11 through 31, "Violet Trefusis Exhibit."

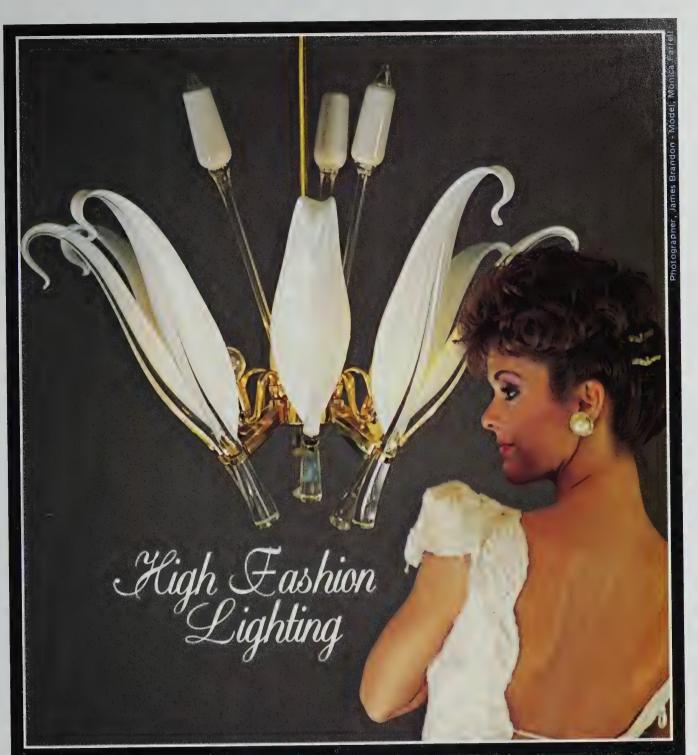
Hibel Museum of Art. Poinciana Plaza, Palm Beach. 833-6870. Tuesday through Saturday 10 a.m to 5 p.m., Sunday 1 to 5 p.m. March 1 through 30, "Hibel in The People's Republic of China: A 50-Year Retrospective."

Lake Worth Art League. City Hall, Lake Worth. 586-8666. Monday through Friday 10 a.m. to 4 p.m. "Birds, Beasts and Fish."

Lannan Foundation Museum. 601 Lake Ave., Lake Worth. 659-4677. Tuesday through Saturday, 10 a.m. to 5 p.m., contemporary sculpture, painting and ceramic works.

Lighthouse Gallery. Gallery Square, Tequesta. 746-3101. Tuesday through Saturday 10 a.m. to 4 p.m. March 4 to 28, Members Exhibit.

Lowe Art Museum. 1301 Stanford Drive, University of Miami, Coral Gables. 284-3535. Tuesday through Friday noon to 5



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p.m., Saturday 10 a.m. to 5 p.m., Sunday 2 to 5 p.m. March 6 through April 13, "A Golden Age of Painting: Dutch, Flemish and German Paintings of the 16th and 17th Centuries."

Lowe-Levinson Art Gallery. Temple Beth Sholom, 4144 Chase Ave., Miami Beach. 532-3491. Monday through Friday 10 a.m. to 4 p.m. Through March 16, "Ann Froman, Sculpture"; March 23 through April 23, "Barry Fellman, Photographs."

Martha Lincoln Gallery. 6160 North A1A, Vero Beach. 231-0400. Monday through Saturday 10 a.m. to 5 p.m. Through March 10, "Works of Marge Parker"; March 11 to 30, "Works of Art Lamay." Miami Center for the Fine Arts. 101 W. Flagler St., Miami. 375-1700. Monday, Tuesday, Wednesday and Friday 10 a.m. to 6 p.m., Thursday 1 to 9 p.m., Saturday 10 a.m. to 5 p.m., Sunday noon to 5 p.m. Through March 9, "Picasso At Work (At Home.)," 200 works from The Marina Picasso Collection. Through March 16, "Diane Arbus: Magazine Work 1961-1971"; also "The New Italians."

Morikami Museum of Art Gallery. 4000 Morikami Park Road, Delray Beach. 495-0233, 499-0631. Tuesday through Sunday from 10 a.m. to 5 p.m. March 1 through 31, "George Sukeji Memorial Centennial Exhibit" and "Lamps and Accessories" by Sinya Okayama. Northwood Institute. 2600 N. Military Trail, West Palm Beach. 471-5455. Monday through Friday 10 a.m. to 5 p.m. March 18 through 31, Professional Florida Artists

Norton Gallery of Art. 1451 S. Olive Ave., West Palm Beach. 832-5194. Tuesday through Saturday 10 a.m. to 5 p.m., Sunday 1 to 5 p.m. Through March 9, "Design in America: The Cranbrook Vision 1925-1950"; and "Paul Manship: Changing Taste in America"; March 21 to 31, "Trompe L'Oeil."

Palm Beach Junior College. Humanities Building, Congress Avenue, Lake Worth. 439-8142. Monday through Thursday, 8 a.m. to 10 p.m.; Friday 8 a.m to 4 p.m. March 4 through 25, "Paintings by Ward Shelly."

Palm Beach Watercolor Society. Glendale Federal Bank, 4000 Federal Highway, Boca Raton. 368-6927. Monday through Friday, 9 a.m. to 3 p.m. March 4 through 30, Third Annual Members' Showcase.

The Pottery Shed. 23 W. 23rd St., Riviera Beach. 844-2698. Monday through Saturday 10 a.m. to 5 p.m. Home of the Ceramic League of the Palm Beaches. March 1 through 31, "Contemporary Ceramic Exhibit."

Ritter Art Gallery. Florida Atlantic University, Glades Road, Boca Raton. Monday through Saturday 10 a.m. to 4 p.m. 393-2660, 393-2661. Through March 29, "Arnulf Rainer: The Self Portraits."

Society of the Four Arts. Four Arts Plaza, Palm Beach. 655-7226. Monday through Saturday 10 a.m. to 5 p.m., Sunday 2 to 5 p.m. Through April 20, "American Masters: The Thyssen-Bornemisza Collection."

DANCE

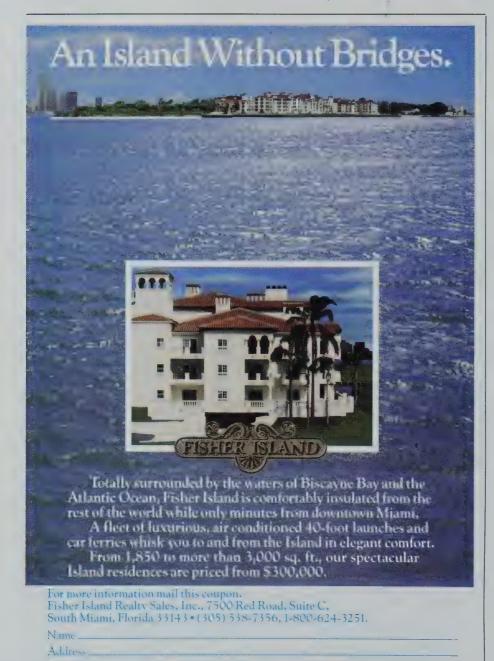
Bailey Hall. Broward Community College, 3501 S.W. Davie Road, Fort Lauderdale. 761-7412 or 475-6884. March 14 at 8:15 p.m. and March 15 at 2:15 and 8:15 p.m. The Houston Ballet performs *Giselle*; March 19, 20 and 21 at 8:15 p.m., Alvin Ailey American Dance Theater.

Ballet Florida. Santaluces Little Theater, Lantana. 842-7631. Winter Season. March 5 through 8 at 8 p.m., program of classic to contemporary ballet and jazz.

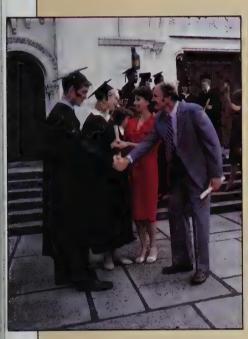
Dance at Eight. Regional Arts Foundation, West Palm Beach Auditorium, Palm Beach Lakes Boulevard, West Palm Beach. 684-3444, 683-6012. March 1 at 8 p.m., Merce Cunningham Dance Company; March 15 and 16 at 8 p.m., The Dance Theater of Harlem; March 22 at 7 p.m. and March 23 at 8 p.m., The Houston Ballet.

Dance at Two. Regional Arts Foundation, West Palm Beach Auditorium, Palm Beach Lakes Boulevard, West Palm Beach. 684-3444, 683-6012. Performances at 2 p.m. March 16, The Dance Theater of Harlem; March 23, The Houston Ballet.

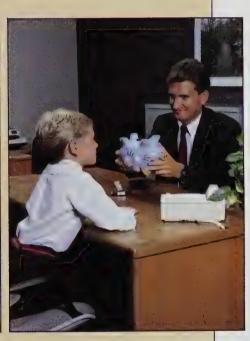
Florida Atlantic University Dance Artist Series. University Theater, Glades Road, Boca Raton. 393-3808. March 6 and 7 at 8 p.m., Momentum Dance Company.



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SAVINGS AND LOAN ASSOCIATION

LECTURES

Center for the Arts. Vero Beach. 562-9111. March 17 at 7 p.m., "Clement Conger, Curator for The White House."

Florida Atlantic University Special Events. University Auditorium, Glades Road, Boca Raton. 393-3020. March 25 at 7:30 p.m. Mark Russell, political satirist.

Palm Beach Round Table. Palm Beach Airport Hilton, West Palm Beach. 655-5266. March 13 and 27 at 2:30 p.m. International guest speakers.

Society of the Four Arts. Four Arts Plaza, Palm Beach. Tuesday Lecture Series at 3 p.m. March 4, "The Tale of Halley's Comet," an illustrated talk by B. Gentry Lee, PBS producer of "Cosmos"; March 11, "Strengthening Deterrence in Europe" by General Bernard William Rogers, supreme allied commander in Europe for NATO; March 18, "Masterpieces of Americana in the Diplomatic Reception Rooms of the Department of State" by Clement Conger, curator for the White House; March 25, "The FBI" by William H. Webster, director of the Federal Bureau of Investigation.

SPECIAL EVENTS

Afternoon Serenade. Coral Ballroom at the Sheraton of Boca Raton. 368-7509.

March 2 from 3:30 to 6 p.m., Swing Dance with the Dick Cully Big Band.

Animation. South Florida Science Museum, West Palm Beach. Tuesday through Saturday 10 a.m. to 5 p.m., Sunday noon to 5 p.m. 832-1988. March 14 through 31, exhibit and demonstrations.



Charles Dutoit, Conductor Orchestre Symphonique de Montreal

Best of the Best. Lake Worth Art League Gallery, Lake Avenue, Lake Worth. 586-8666. Monday through Friday 10 a.m. to 4 p.m. March 23 to 31, Annual Exhibit.

Guided Tours of Boca Raton Hotel and Club. East Camino Real, Boca Raton. 395-3000. Sponsored by the Boca Raton Historical Society every Tuesday at 1:30 p.m. (Special tours for 15 people.) Japanese Garden Tour. Morikami Museum of Japanese Culture. 4000 Morikami Park Road, Delray Beach. 495-0233. Every Wednesday at 2 p.m.

Medieval Fair. The Ringling Museum of Art, Sarasota, Florida. 355-5101. March 6 to 9, 13th century recreation of a medieval market fair.

Morikami Museum of Japanese Culture. 4000 Morikami Park Road, Delray Beach. 495-0233. March 1 at 11 a.m., bonsai demonstrations; March 15 at 1, 2, 3 and 4 p.m., tea ceremony by Atsuko Yamamoto Lefcourte; March 22 at 11 a.m., martial arts demonstration.

Outdoor Arts and Crafts Show. North Palm Beach Country Club. 622-7449. March 1, 2, 29 and 30 from 10 a.m. to 4:30 p.m. Sponsored by North Palm Beach Art Society.

Outdoor Art Show. Jaycee Park, Boynton Beach. 732-3504. March 15 and 16 from 10 a.m. to 4:30 p.m. Sponsored by the Boynton Beach Art League.

Outdoor Art Show. Lake Worth Art League Gallery, Lake Avenue, Lake Worth. 586-8666. March 15 from 9 a.m. to 5 p.m.

FILM

Foreign Film Series at the Palm Beach County Public Library System. Playboy of the Western World. 7777 W. Atlantic Ave.,



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DAYS & NIGHTS

Delray Beach. 489-3110. March 6 at 12:30 and 3 p.m.; Central Library, 3650 Summit Blvd., West Palm Beach. 686-0895. March 7 at 7:30 p.m.; Palm Beach Gardens Branch, 8895 N. Military Trail, Palm Beach Gardens. 626-6133. March 10 at 7 p.m.

Palm Beach County Public Library Film Series. Central Library, 3650 Summit Blvd., West Palm Beach. 686-0895. Each Wednesday at 2 p.m.; West Atlantic Branch, 7777 W. Atlantic Ave., Delray Beach. 489-3110. Each Tuesday at 1:30 p.m. and 3 p.m.; Southwest County Branch, 8221 W. Glades Road, Boca Raton. 482-4553. Each Wednesday at 2 p.m.; Greenacres Branch, 6135 Lake Worth Road, Greenacres City. 964-2525. Each Tuesday at 2 p.m.; Palm Beach Gardens Branch, 8895 N. Military Trail, Palm Beach Gardens. 626-6133. Each Wednesday at 2 p.m.

Society of the Four Arts, Four Arts Plaza, Palm Beach. 655-7226. Film series shown on Friday at 3 and 8 p.m. March 4, The Emerald Forest (1985), stars Powers Boothe; March 14, Lady in the Dark (1944), stars Ray Milland and Ginger Rogers; March 21, The Shooting Party (1985), stars John Gielgud and James Mason in his last film performance; March 28, That's Dancing (1985), stars Ray Bolger, Gene Kelly and Liza Minnelli.

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SPORTS

Dania Jai-Alai. 310 E. Dania Beach Blvd., Dania. 945-4345, 436-4330, 844-1633. Post time at 7:15 p.m. except Sunday and Monday evenings.

Flagler Kennel Club. 401 N.W. 39th Court, Miami. 649-3000. Greyhound racing nightly except Sunday. Post time at 7:45 p.m. Matinees Tuesday, Thursday and Saturday at 12:30 p.m.

Gulfstream Race Track. Hallandale. 454-7000. Thoroughbred racing. Tuesday through Saturday. Post time 1 p.m. through March 6.

Hialeah Race Track. Hialeah. 885-8000. Thoroughbred racing Tuesday through Saturday. Post time 1 p.m. March 7 through May 28.

Palm Beach Jai-Alai. 1415 45th St., West Palm Beach. 844-2444. Tuesday through Saturday at 7:30 p.m. Wednesday and Saturday matinees at noon.

Palm Beach Kennel Club. Congress Avenue at Belvedere Road, West Palm Beach. 972-2000, 734-1228. Greyhound racing nightly except Wednesday and Sunday. Post time 8 p.m. Matinees Monday, Thursday and Saturday at 12:30 p.m.

Palm Beach Polo. 13198 Forest Hill Blvd., Wellington. 793-1440. Matches start at 3 p.m. High goal polo each Saturday and Sunday in March. March 8 to 30, Cartier International Open.

Pompano Park Harness Raceway. Racetrack Road, Pompano Beach. 972-2000, 734-1228. Harness racing Wednesday through Saturday. Post time 7:30 p.m., now through April.

Royal Palm Polo. 6300 Clint Moore Road, Boca Raton. 734-7656, 994-1876. High goal polo. Sunshine League. Matches at 1 and 3 p.m. on Sundays.

ATTRACTIONS

Ann Norton Sculpture Gardens Inc. 253
Barcelona Road, West Palm Beach. 8325328. Open Monday through Saturday
from 2 to 4 p.m.

The Discovery Center. 231 S.W. 2nd Ave., Fort Lauderdale. 462-4115. Open Tuesday through Friday, 2 to 5 p.m.; Saturday, 10 a.m. to 5 p.m.; and Sunday, 1 to 5 p.m. A science and history museum that invites you to participate in hands-on exhibits and special events.

Dreher Park Zoo. 1301 Summit Blvd., West Palm Beach. 585-2197. Open daily from 9 a.m. to 5 p.m.

Elliott Museum. Located on Ocean Boulevard (A1A), five miles east of Stuart on Hutchinson Island. 225-1961. Open 1 to 5 p.m. daily. The museum houses a collection of antique automobiles and cycles and features contemporary art.

Henry Morrison Flagler Museum. One Whitehall Way, Palm Beach. 655-2833. Open Tuesday through Saturday, 10 a.m. to 5 p.m.; Sunday, noon to 5 p.m.

Hibel Museum of Art. 150 Royal Poinciana Plaza, Palm Beach. 833-6870. Open Tuesday through Saturday, 10 a.m. to 5 p.m.; Sunday, 1 to 5 p.m.

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House of Refuge. Hutchinson Island, Stuart. 255-1961. Open daily except Monday and holidays, 1 to 5 p.m. Commissioned in 1875 by the U.S. Life-Saving Service to aid shipwrecked sailors, the Gilbert's Bar House of Refuge is completely restored.

Island Queen Riverboat. Phil Foster Park, Blue Heron Boulevard, Singer Island. 842-0882. A Mississippi-style paddlewheeler that sails on the Intracoastal. Four cruises daily with narration and background music.

Jonathan Dickinson State Park. Off U.S. Highway One, Hobe Sound. 546-2771. Guided nature cruises leave from the park marina daily (except Monday) at 1 p.m. Picnic and camping facilities available.

M/V Viking Princess. Port of Palm Beach. 845-7447, 394-7447. One-day cruise from 10 a.m. to 10 p.m.

Morikami Park. 4000 Morikami Park Road, Delray Beach. 499-0631. Open Tuesday through Sunday 10 a.m to 4 p.m. Japanese museum and gardens.

Mounts Horticultural Learning Center.
Palm Beach County Cooperative Extension Service, Mounts Agricultural Center, 531 N. Military Trail, West Palm Beach. 683-1777. Open Monday through Saturday from 8:30 a.m. to 5 p.m.

Norton Gallery of Art. 1451 S. Olive Ave., West Palm Beach. 832-5194. Tuesday through Saturday, 10 a.m. to 5 p.m.; Sunday, 1 to 5 p.m. One of the outstanding small art museums in the country, the Norton has a distinguished permanent collection. Major areas include impressionist and post-impressionist masterpieces.

Patrick Lannan Foundation Museum. 601 Lake Ave., Lake Worth. 582-0006. Open Tuesday through Saturday from 10 a.m. to 5 p.m.; guided tours at 2 p.m. on Tuesday, Thursday and Saturday. A private collection of contemporary art.

Singing Pines Museum. On the Northwest 4th Diagonal, Boca Raton. 368-6875. Open Tuesday through Friday, 10 a.m. to 4 p.m.; Saturday, 10 a.m. to 1 p.m. The oldest unaltered wooden structure in the Boca Raton area (built in 1911).

Society of the Four Arts. Four Arts Plaza, Palm Beach, 655-2766. Library and gardens are open 10 a.m. to 5 p.m., Monday through Saturday.

South Florida Science Museum and Planetarium. 4801 Dreher Trail, Dreher Park, West Palm Beach. 832-1988. Open Tuesday through Saturday, 10 a.m. to 5 p.m.; Sunday and Monday, 1 to 5 p.m.; and Friday, 6:30 to 10 p.m.

Vizcaya Museum and Gardens. 3251 S. Miami Ave., Miami. 579-2708. Open daily from 9:30 a.m. to 5 p.m. Sunday evening sound and light show.





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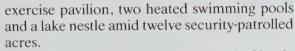
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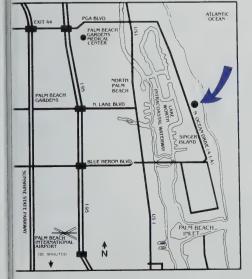
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GROWING MY WAY

Alluring Annuals

e call them annuals. They are flowers of a season — plants that must be sown from seeds each year. From seed to seed, their time in the earth and then above ground gracing South Florida's landscape is from October until May.

Annuals are fast-growing plants that take quick advantage of the moving seasons. They bloom, grow and die before the chilling approach of Northern winters, or before the humid heat of Florida summers causes them to parch and perish. There's still time to have them enliven your yard this season if you plant them with care and water them faithfully. For best results at this time of year, you will probably want to use started plants available at nurseries and garden shops.

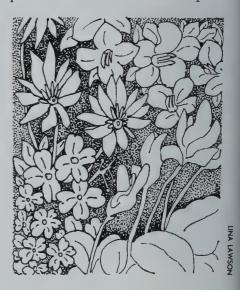
Annuals are, in a sense, capricious, choosy plants that grow only when and where the conditions of a particular climate suit them. It is this shiftiness — now growing here and then absconding to another more favorable place — that makes annuals worth the while. Of course, the abundance of beautiful flowers they produce during the most favorable season of a particular place is another reason to grow them each year.

Annuals comprise probably half of all the flowering plants of the world. Those of us who love flowers could no more do without them than do without the herbs and spices that make our food worth eating.

In number, the kinds of annuals are almost limitless. There are so many, in fact, that those wanting to grow them must make choices. This is especially true for those who have never grown annuals. Overwhelmed by the beauty of nursery

shop displays, enthusiastic buyers tend to want some of everything. They are frequently disappointed because in making their selections they disregard some certainties about growing annuals. Like any other plant family, annuals include some members that are easier to grow than others.

Call them plants of experiment, for that is what they are. They are plants for beginners — plants from which you learn. They are chosen to hedge your planting against losses. They are likely to perform with less effort and pro-



vide more reliable results. From them you gain experience and knowledge — and confidence. From this lower plateau you can then climb higher to a point where growing all kinds of annuals becomes easy and yields joyful results.

Annuals appropriate for novices include: zinnia, petunia, marigold, phlox, verbena, calendula and nasturtium varieties. These annuals are less susceptible to insects and fungus diseases.

Novice and veteran growers alike enjoy picturing the colorful



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flowers they will grow; frequently, their images come from the brilliant artwork they find in seed catalogs. But, wait up here! Before you set out to grow a bed, a basket or a pot of annuals, consider one or two additional questions.

Are you growing them for a garden effect, or for specimen plants and/or blooms? If you are looking for specimens, then each plant will require more room and more care than if you wanted the garden effect where the goal is a continuous blaze of color. To achieve the mass-color effect, the plants must be closely spaced and carefully placed with thought given to color, solid or mixed variety and size (tall, medium and low growing).

When you feel confident growing annuals, take on more challenging chores. For example, next fall or early winter in South Florida you may want to try growing all the

varieties of a certain species. For this you will have to acquire many of the plants from seed because started plants at nurseries usually include more popular varieties. By completing such a project, you will have joined a very select group. You will see, first hand, all of the petunias, for instance, and their distinct variations: single, double and ruffled flower forms and all of their colors — solids, stripes, bicolors, tricolors, multicolors and flowers whose petals are one color with throats of another.

If you've caught the urge to grow annuals in South Florida, you should be prepared to face a primary problem: nutrition.

One of the reasons so many transplanted Northern residents to South Florida have difficulty growing the kind of annuals they grew "back home" is the soil. In more temperate zones, soils have at least some nutrition. In Florida, and es-

pecially along the coasts, the soil is nutritionally poor.

In our subtropical climate, no plant grows to its best potential without fertilizer; yet annuals, in the matter of fertilizer, pose problems. The greatest may be nutrient-level fluctuations caused by fertilizer applications. The mineral level is raised immediately after feeding, but diminishes rapidly before another application is scheduled. It's feast or famine. Both plant growth and flower productivity are affected by the high and low nutrient levels in the soil.

In the past, conventional fertilizers have caused other problems with annuals. Too much fertilizer could kill the plant; too little could mean plant and flower would remain puny. Since the foliage of annuals is quite tender, a little fertilizer left on leaves or stems could severely burn. Take heart. There is now a new, better and safer way to







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feed annuals and reap the rewards of steady nutrient levels.

Generally described as slowrelease or controlled-release fertilizer, the new substance can maintain soil fertility at constant levels and for many annuals throughout their growth time. It is easier to apply than the conventional varieties and does not burn roots or foliage. The brand most readily available in pellet or granular form from local garden shops is Osmocote. Sulfur or urea-formaldehyde formulations are contained within the coatings. Essentially it is a liquid fertilizer concentrate in dry, granular form. The granules are odorless and easy to handle.

How do they work? Place them in or on top of soil in the ground or in containers. The moisture from rain or watering penetrates the covering and dissolves the core containing the nutrients. The granules then become tiny reservoirs of liquid plant food which automatically begin to meter measured amounts of nutrients into the soil.

How long will a feeding last? That depends on the formulation, the soil type and the weather. Osmocote, 14-14-14 (the percentage of nitrogen, phosphorous and potash respectively) claims to release nutrients for two or three months. The 18-6-12 formulation claims a four- to five-month duration. I say claims because the length of the feeding is given for Florida; climatically speaking, South Florida and North Florida are very different. Soils, too, are different. In using 14-14-14 outdoors, I find that two months with watering and rain is a bit long.

Once the time factor is resolved, however, slow-release fertilizers can be a boon for annuals. The fertilizers have many advantages:

- They can be applied at any time of year.
- The fertilizer release is temperature dependent. When soil temperatures are low and not conducive to vigorous growth, thereby reducing the need for as much nu-

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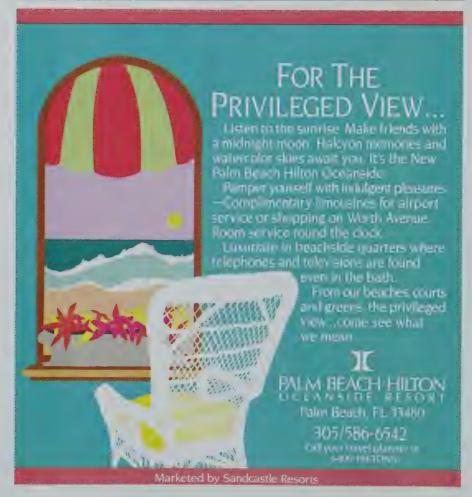
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trient, the release is slowed or may even stop for a time.

- The fertilizer release is moisture dependent. If moisture is reduced, release is reduced. If moisture increases, so does the nutrient release.
- Slow-release fertilizer will not burn. It is still advisable, however, to water after applying to start the action.

If you are growing annuals try feeding them with a slow-release fertilizer. I think you will like the results.

Gardening Tips For March

Lawns: Time to nurture lawns out of winter doldrums. The best tool is regular and sufficient water. If weeds are a problem, consider using one of the weed-and-feed materials such as Scotts Bonus to kill existing broadleaf weeds and those now emerging.

Insects: Pesky insects will take up where they left off last fall. Be especially watchful for grasshoppers. Check citrus and ornamentals for mites (underside of leaves). Control materials are available at garden shops.

Pruning: Start pruning program on poinsettias to reduce legginess, promote new growth and fullness.

Planting: Plant any containered trees and ornamentals to assure well-established plants by midsummer. Water daily for first two weeks for outdoor plants.

Propagation: Don't toss the poinsettia cuttings if you would like to increase your plants. Root basal ends in pots or containers; you can plant several in a large container.

Fertilizer: If citrus trees and shrubs look puny, feed them. Use Fruit Tree Special on trees and good garden fertilizer with 40-50 percent organic nitrogen for shrubs.

Watering: March is still a dry month. Keep everything well watered.

Special Note: Plant selected bulbs, achimines, amaryllis, caladiums, gladioli.

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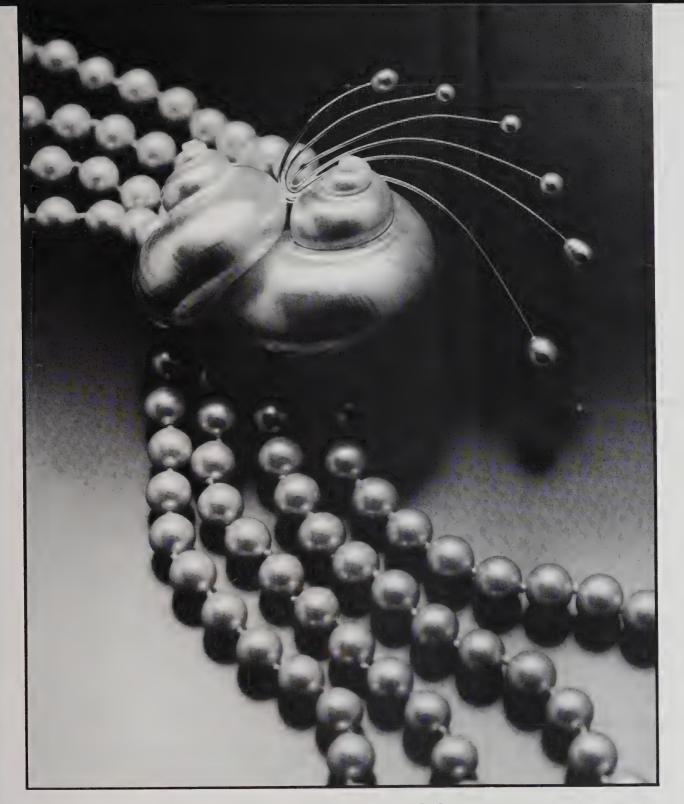
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Grand Merrymaking



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Beverly White



Diane Lyons



Annette Ramsing



Donald Trump



Jack Fisher



Mildred Hollingsworth





Tscheng Feng

alm Beach newcomers standing in the receiving line at the Preservation Foundation benefit?

Now, that's arriving.

But Earl E.T. Smith - last American ambassador to Cuba, former Palm Beach mayor, founder of the Preservation Foundation of Palm Beach — thought the least he could do was invite Donald and Ivana Trump into that line of otherwise old guard Palm Beachers.

The two, after all, own Mar-A-Lago, where the ball has been held for over 20 years. After a call from Smith, the Trumps agreed to let their new abode be the site of the Preservation Foundation benefit once again. This year's party will take place on Friday, March 7.

Not that the Trumps wouldn't have otherwise been invited to the party. They were included on the exclusive guest list of the Palm Beach Ball, held in New York last fall. And, it would only follow that Trump, being an American land baron of sorts, would be asked to a party that Queen Sirikit of Thailand, Princess Chantal of France, Princess Ira Von Furstenberg, Princess Maria Pia de Savoia and Baron Alexander Krupp attended last

Chan Mashek and Lewis Widener, the Palm Beach duo who are getting a reputation for pulling off beautiful, old guard parties are chairing the benefit.

Smith and Mrs. Mashek said only a few minor changes will be made at this year's party. For one, Peter Duchin's band will play and, "there may be a bigger crowd this time. People want to meet the new owners of Mar-A-Lago,"Smith said.

If the party is anything like last year's, we can expect to see quite a lineup among the crowd of 350: Mary Lee and Douglas Fairbanks Jr., Sue Whitmore (honorary chairman), Mary Sanford, Caroline Hudson Lynch, Diana Guest Manning, Jane Volk, Diane Lyons, Christian and Virginia DuPont, Liz Schuler, Helen Cluett, Philip and Mary Hulitar, Walter and Barton Gubelmann, Armer and Beverly White, the Coconuts "bachelors" and their wives and some of the royal jet set.

The middle of March brings an event that has been dear to Palm

Beachers' hearts for the last 12 vears.

Call it a social event, call it a buyers' heaven; or, call it both. Jack Fisher, second-year chairman of the annual Palm Beach Heart Auction, chooses to call it "the highest quality auction in town." It will be held this year on March 18 at The Break-

This is the auction where several years ago Princess Di's wedding dresses — the ones she had made but didn't wear on her wedding day - were auctioned off. This is the auction that last year raised \$17,000 for the Heart Association.

Organizers say the auction will deliver items on par with those that have drawn between 400 and 500 people in years past.

Fisher says he has personally warmed-up to the balloon-andbarge trip for two through France donated by Horizon Cruises in Encino, Calif. Among other biggies this year will be a Gorham silver tea and coffee server valued at over \$6,500, a miniature dollhouse appraised at \$5,000 and a large oil painting by Michele Casscella.

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One board will be devoted entirely to mink, silver and jewelry, Fisher said. In total, there will be 175 items auctioned off.

The night will begin with a silent auction before dinner, and during dinner the verbal auction will start.

"Then the silent auction boards are opened again and everyone goes crazy trying to get the winning bid before 11 p.m. when we close up," Fisher said.

Three days earlier, also at The Breakers, will be the fifth annual Evening of Vision gala to benefit the Bascom-Palmer Eye Institute in Miami.

This is Beverly White's second year chairing the ball, which usually draws a crowd of 300. She will have just finished chairing the Salvation Army Association's annual philanthropic awards dinner four days earlier, also at The Breakers.

Those who attended last year's Evening of Vision know Beverly White can manage both parties beautifully.

The memorable thing about last year's party was the theme and its execution by Buffy Donlon of Foxhill Designs. Blue, silver and white were the colors; stars and moons and big white balloons hung from the ceiling. The effect was a celestial environment — a heavenly display.

Mrs. Donlon is again party planner for this year's Evening of Vision. People lucky enough to be invited to the Preservation Foundation party earlier in the month will have witnessed her work in renovating Mar-A-Lago.

At this year's gala — "Enchantment Under the Sea" — guests can expect an aqua-and-coral ballroom and all manner of "underwater sea things," said Mrs. White.

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Left to right: Michael Brosche, Michael Brosche Associates, ISID, IDGSF, Assoc, ASID. Toby Zack, President Toby Zack Associates, Second Vice President ISID, IDGSF, Assoc. ASID. Steven M. Hefner, Design Director, Cury's. Vice President ASID South Florida.

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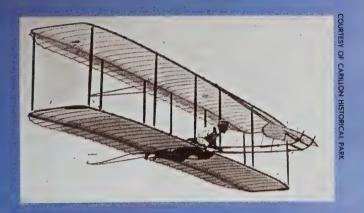


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In Celebration of Flight





viation has come a long way in this century. The Wright brothers celebrated the first machine-powered flight in 1903; their invention left the ground for 12 seconds and made history. Today, British Airways and Air France are celebrating the 10th anniversary of the Concorde — an invention that crosses the Atlantic Ocean in less than three hours and breaks the sound barrier.

In this issue, *Palm Beach Life* devotes a special section to aviation. It includes local aviation history and details about the expansion of the Palm Beach International Airport, as well as an article about the Wright brothers and the story behind the Concorde.

CONCORDE

The Poetry of Technology

By Nancy Beth Jackson

he planet Earth curves away as the needle-nosed craft soars at more than twice the speed of sound in an atmosphere so rarefied that the sky has deepened almost to the black of outer space. The pilot behind the streamlined cockpit visor is not Chuck Yaeger, beating supersonic odds, but the captain of a regularly scheduled trans-Atlantic flight ferrying only 100 passengers, who dine tranquilly on caviar in an airplane which pushed commercial aviation technology to new limits. For most 20th-century men, the pencil-slim fuselage is as close as they can come to flying to the moon.

The aircraft, of course, is the highly controversial and pricey Concorde, conceived in the 1950s but in commercial service for only the last 10 years.

Capt. Brian O. Walpole, who flew on the Fighter Command formation aerobatics team of the Royal Air Force in the 1950s and commanded the first commercial supersonic service from London to New York in 1977, today is general manager for British Airways Concorde Division and pilots one of the seven-ship fleet at least three times a month. For him, Concorde is a tale of both profitability and poetry.

"Yes, there is poetry in flying the Concorde, but the poetry is the poetry of technology, the feeling that the technology is totally coordinated, integrated, that it's just humming," he said. "You don't get it every flight, but you get it now and again, where everything is just flowing. You're moving at 1,300-1,400 miles an hour without any great sensation. No drama in that, but that's one of the beauties of the Concorde.

"There is no drama in that there is no noise, no bangs and shouts and screams as you break the sound barrier. It isn't drama and it's not meant to be at all. You don't sell passengers flights of drama — you sell them flights which are safe, calculated, considered, efficient."

He tells the story of the British Airways Concorde inaugural flight from London to Bahrain on Jan. 21, 1976, when an American passenger complained to Sir Archibald Russell, one of the airplane's principal designers, that flying 10 percent faster than a speeding bullet seemed not so much a superman feat as, well, ordinary.

"Yes," replied Sir Archibald, "that was the hard part."

Quietly breaking the sound barrier while sipping Laurent-Perrier Grand Siecle champagne 10 miles above the earth has become so ordinary for most Concorde travelers — British Airways figures about 50 percent of its Concorde clientele uses the supersonic service at least four times a year — that passengers don't even bother to

consult the computerized "Machmeters" in the cabin. No jolt reminds them that they have joined the ranks of astronauts and military test pilots when Mach 1 and then Mach 2 are reached, although the G-forces from the afterburners ignited 20 minutes before Mach 1, suggest that the Rolls-Royce/Snecma engines are somehow a cut above subsonic cousins.

But the development of Concorde has been anything but ordinary. From its conception, throughout its lengthy incubation, the craft has been fraught with economic, technological, environmental and political problems.

In the mid-1950s, before either the Soviet Union or the United States had sent monkey or man into outer space, supersonic flight seemed man's ultimate challenge. And with gasoline only 12 cents a gallon, designs for supersonic commercial craft, which could leap whole continents — or at least 4,500 miles — in a single bound, began appearing on drawing boards in the United States, France and Great Britain.

The United States, committed to the Apollo program, dropped supersonic transport plans in 1971. The French and British, who had initiated separate SST projects in 1956 but joined forces in 1962, pushed ahead as European efforts

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By Rosamond Young and Catharine Fitzgerald

"The set up our dining table and covered the top with white oilcloth over two thicknesses of burlap," Wilbur wrote to his sister, Katharine Wright, from the 1902 camp at Kitty Hawk, N.C. "We also upholstered our dining chairs with excelsior and burlap, and have just put in other royal luxuries. So far this week we have exercised ourselves in trades of carpentering, furniture making, upholstering, well driving and cookery."

Wilbur and Orville Wright returned from Dayton to the campsite where they had made glider flights the previous year, 1901. When they arrived at the camp in 1902, they found that the wind had blown the

sand from under the building so that the floor sloped like a mountainside. Nevertheless, the brothers managed to enjoy a few comforts in their home-away-from-home.

"We got our stove to work and made some beef-extract soup, and this with crackers made us a little supper and we went to bed happy."

The next day, Aug. 29, Orville arranged the kitchen while Wilbur rode his bicycle to the fishing village, Kitty Hawk, to order groceries. When Capt. Midgett delivered the groceries and supplies, the brothers went to work. On the top shelf of one wall of the shack, they lined up eight cans of cling peaches, two cans of pineapple and five cans of plums; on the second shelf, they

Photos Courtesy of Carillon Historical Park









Above: Wilbur and a friend, Dan Tate, fly the 1902 glider as a kite. Above center: In the Dayton bicycle shop on West Third Street, the Wrights built a heavier-than-air powered flying machine. Above right: Wilbur uses the movable rudder to control the direction of his 1902 glider's flight path.

put five tins of sugar, three cans of coffee, one box of cornstarch, two cans of Royal Baking Powder, condensed milk, spices, flour, tea, cocoa and lard. Five eggs and 15 apples fit into slots in the wall. They hung seven cups on seven hooks, stacked crockery on a shelf and hung all utensils on nails, each in its proper place on the wall.

The orderliness of their Kitty Hawk kitchen mirrors the precision which characterized the Wright brothers' work and, in fact, their lives.

Home in Dayton was a comfortable frame house at 7 Hawthorn St., where in the 1880s lived the Wright family: the Rev. Milton Wright, his wife, Susan, and their five children — Reuchlin, Lorin, Wilbur, Orville and Katharine. Milton edited a church paper, *The Religious Telescope*. Susan, who had excelled in mathematics, Greek and Latin in college, cooked, sewed, baked and cleaned the house; with hammer, saw and nails, she made toys out of scrap lumber for her children.

The middle brothers were four years apart in age — Wilbur was

born in 1867 and Orville in 1871. From their earliest days they were alike in interests and inseparable in work and play. Both were mechanically minded. Orville at five "oiled" a neighbor's sewing machine with water. Wilbur designed and built a machine that folded the eight-page paper his father published.

Orville made kites and earned pocket money by selling them to his friends. Wilbur dried dishes for his mother and earned a penny a meal.

When Wilbur was 12 and Orville, eight, their father gave them a toy helicopter, which they flew until it broke into pieces. "I will make a bigger one that will fly better," said Wilbur. Although he built several models, none of them flew because he had not yet mastered the theory of aerodynamics.

When he was 13, Orville bought a toy printing press and earned money by printing calling cards. Wilbur helped him build a larger press, and in 1889 they began publishing a weekly paper, *The West Side News*. Orville was publisher; Wilbur was editor.

With some of their newspaper profits each bought a bicycle. Then they opened a bicycle sales shop at 1005 W. Third St. and soon were selling bicycles and parts and repairing and servicing them. They later moved into larger quarters at 1127 W. Third St. and manufactured their own brands of bicycles.

One day when Wilbur came home from the shop, he found on the mail table the September 1894 *McClure's Magazine.* In it he read about Otto Lilienthal's glider experiments in Germany. He gave the article to Orville to read and for weeks while they worked in the shop, they talked about gliding and Lilienthal's theories.

Lilienthal was never successful in flying and was killed two years later when his glider crashed. News of his death revived the brothers' interest in flying, and they set out to read everything they could find that had been published on the subject.

"I have been interested in the problem of human flight ever since as a boy I constructed a number of helicopters," Wilbur wrote when he asked the Smithsonian Institution for a list of reading materials. "My observations since have convinced me that human flight is possible and practicable. I believe that simple flight at least is possible to man. I am about to begin a systematic study of the subject in preparation for practical work to which I expect to devote what time I can spare from my regular business."

"That's all right," said Orville when Wilbur showed him the letter. "Only you shouldn't have said 'I' all the way through, you should have said 'we.' "

"I will after this," said Wilbur. We all know the Wright broth-





BIPLANES SEAPLANES

AND A WOMAN NAMED MORRISON

By Michael Strauss

he trivia question of the season, now that Palm Beach International Airport is going through another expansion, could well be: What was the airfield's original name? Would you believe it was named after a pioneer female flier? And she was not Amelia Earhart.

It was named for Grace K. Morrison, a flying enthusiast half a century ago. She was the driving force behind West Palm Beach's first sizable airport which opened in 1936. In recognition of the active part she played in convincing the federal government to support the project, West Palm Beach administrators decided it would be fitting to name the airport after her. It continued to be known as Morrison Field until the air center was renamed in 1948.

Now that the sprawling airport, flanked by Belvedere Road on the north and Southern Boulevard on the south, is about to undergo



Flying enthusiast Grace K. Morrison campaigned for a larger airport in the '30s.

major changes, stories about flying's "good old days" in the Palm Beaches are being retold. There are residents living in Palm Beach today who can still remember when biplanes and seaplanes were a busy part of the local scene.

"I frequently flew into Palm

Beach in my Sikorsky S-39 amphibian plane with its two Wright 400-horsepower engines," recalled Robert Huntington. Seated in the den of his palatial Palm Beach home, he vividly recalled the past.

"I would fly that two-engine Sikorsky from New York to Palm Beach and land on Lake Worth near the North Bridge," he said. "Then I would taxi on the lake to a nearby ramp. I didn't need a landing field; the ramp did the trick for me because the wheels my plane had, enabled me to taxi right up to land.

The trip usually took three days, said Huntington, a ship-based naval commander in World War II. "I felt more comfortable in the air when I knew I was flying with tanks filled with fuel. Each time I stopped overnight, I would fill right up."

A few years later — in the early 1930s — a tiny airfield was created by M.D. Carmichael, one-

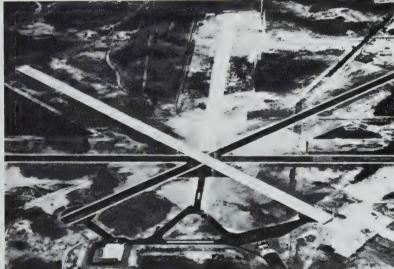
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Left: Palm Beacher
June Davis, a flier
for the past 28 years,
now pilots DC-3
charters. Below
left: In 1911, Capt.
J.A. McCurdy landed
his Curtiss biplane
on a little strip
near Lake Worth.
Below right: Morrison
Field in the late '30s.
Bottom: When landing
on water was the key
possibility for
airship travel, this
seaplane base/dock
north of the
Flagler Bridge saw
much activity.





JOHN M. BENTON



By Bernie Ward

et ready for a sparkling new gateway to South Florida.

Out of the dust and confusion of construction, the first faint outlines of the new Palm Beach International Airport (PBIA) are taking shape. It is the shape of the future, of an airport international in character and one whose style, at last, will mirror the image of elegance and tropical fantasy that Palm Beach County has always sought to project to the rest of the world.

That effort has not always been successful. Thanks to the drab, overcrowded anachronism that serves as the county's major air facility, the first impression of countless visitors has been more disappointment than delight. That negative impression will soon be altered by the first phase of a \$157 million transportation hub tailored to the demands of a sophisticated traveling public and deliberately crafted to create a lasting impression of warmth and quality.

Work on the new main entrance on Australian Avenue is well under way: temporary roads and a landscaping face-lift are already part of the scene; the arrival of some six million annual travelers is just around the corner.

"Groundbreaking and construction are scheduled to commence this month on the 460,000-square-foot terminal building," says Airport Development Director Ken Jacobsen. The first flight out of the new facility is planned for June 1988, although Jacobsen says they are shooting for an earlier date.

PBIA has always been a cross-roads for the giants of business, politics and the entertainment world. Even before the facility was completed in the mid-1960s, the presence of Air Force One signaled the arrival of the Kennedy glow into Palm Beach. Today it's not uncommon to see Air Force Two set down bringing Vice President George Bush for some secluded "R & R" at his mother's Hobe Sound home. On occasion, a jetliner emblazoned with the stately symbol of

TAKING OFF...



Jordan parks discreetly on a protected apron of the airport, and it's clear King Hussein is in town.

Throughout the season of fashionable balls and parties, private and commercial aircraft filled with world dignitaries and the gliterati come and go so often they hardly turn the heads of airport regulars anymore. Few airports of comparable size anywhere in the world can boast of such a lineup of visitors.

What has greeted them at PBIA in the past, however, has hardly matched all that Palm Beach County has to offer — beyond the airport. The new facility will change that forever. Throughout the

Enroute to a First-Class Airport



lengthy planning process for the PBIA of the 21st century, the key word has been quality — of image, of decor, of experience.

That concept echoes in the words of several major figures involved in the construction. "The first and last impression many tourists have of Palm Beach County is of

the airport and, unfortunately, that hasn't been too good," says County Commissioner Ken Adams. "The new facility will be incredibly important in improving the quality of that image."

Robert Rosenberg, director of the Tourism Development Council, is confident that the new airport Above: With their sights on efficiency, beauty and quality, airport planners have designed this \$157 million transportation hub set to open in 1988.

will have a positive impact on the area. "The airport is a state-of-theart facility," he says, "that will enhance the county's ability to get visitors in and out comfortably and



quickly and thus favorably influence their first impressions of Palm Beach County."

Indeed, that is a consideration the planners and architects made in designing the new facility. "The thing you can't avoid when you think about Palm Beach County as a destination is that it's a cut above other places in terms of quality of environment and quality of state of mind," says architect Duane Stark. "These things were recognized as almost hallmark issues when we set out to produce the kind of facility we felt was appropriate for the county."

Stark is an architect with Schweizer Associates and a member of the design-consultant team of Hutcheon Engineers Inc. When they delivered their ideas to the County Commission more than two years ago, the consultants stressed the airport atmosphere should be one of "... progressive, quiet elegance . . . Wicker paddlewheel fans, hurricane shutters, oldstyle Spanish tile and stucco should be incorporated into a simple, but imaginative and creative statement about modern Palm Beach County."

Although subsequently tempered by budget considerations, planners are still holding to this vision. "It will be a conservative, 24-gate aircraft facility that is the finest and most convenient for pas-

sengers to use," Ken Jacobsen observes. "It is a design that will be lasting in time, understated but not eclectic."

Though convenience of services may be foremost in the minds of busy travelers and, of course, the new PBIA gives that concern first consideration, ambience is not far behind. According to Stark, the setting is more what one would expect of a fine Gold Coast hotel than the typical airport terminal. "I think the first things that will grab people will be the subtlety of colors and the plant life, just the sorts of things you expect to find in a South Florida environment," he said. "We've made very good use of some natives and exotics by utilizing mobile planters along the concourses and throughout the terminal."

The subtropical nature of the area is further reflected in the color scheme chosen for the interior. Earth tones will be highlighted to convey a woodsy, outdoors feeling; they will be accented with touches of brushed antique copper trim, as well as fabrics in soft earth tones.

That same outdoors theme and the use of native and exotic plants is at the heart of the terminal's most innovative feature — a two-story concession mall filled with tasteful boutiques, each with its unique architectural identity.

Both the ticket lounge and the baggage claim areas will be stateof-the-art. After collecting their luggage, arriving passengers will be only steps away from public transportation and they will reach long-term parking facilities via a glassenclosed pedestrian tube. Short-term parking will be in a multilevel garage atop the terminal building.

The exterior of the building will be finished with a mixture of brown cement and crushed coquina shells. Landscaping will reflect a South Florida holiday feeling with the use of royal, sabal and Canary Island date palms, oleander, hibiscus and bougainvillea; native aquatics will adorn the man-made lakes.

"The architecture of an airport can be pretty boring," Stark conceded. "We've tried to change that at PBIA by providing a variety of experiences for visitors as they pass through. First, there often is some anxiety involved in arriving or departing. People want to get on their way as soon as possible and we feel the airport layout, designed with that convenience in mind, will greatly soothe that anxiety.

"We also look at the concession mall as a major crossroads. It should project quality We looked for architectural themes that will convey what people from outside think this community is all about. To take that a step further, we wanted the entire facility to project the image of Palm Beach Coun-



ty as a resort area, and we introduce that by incorporating some features you would expect to find at the better hotels."

Stark said one means of accomplishing this is the use of keystone coral and tile wherever possible. Another technique is the integration of tile, carpeting and landscaping in strategic areas.

"Keystone coral can be expensive," Stark continued, "so its use will probably be limited primarily to the high-profile areas — in the concession mall or along the escalator walls between the ticket lobby and the mall. Elsewhere, we might extend tile right out to the arrival and departure curbs, which, along with a crafted lighting system along those areas, would create an indoor effect."

Just the opposite approach, however, may be taken with some of the interior lighting. "In many ticket lobbies, the lighting makes you feel like you're in a department store," Stark explained. "We're making an extra effort at PBIA to use recessed down lighting that delivers adequate lighting to the environment while disguising the source."

Lighting of another sort is critical for projecting the image of breezy informality intended for the concession mall. Planners want it to look like a courtyard, not just another cigar counter. "It's possible to

Opposite: Landscaping for the new airport is being planned by specialists from Urban Design Studio. Palm trees, landscaped terraces and man-made lakes will exude genuine tropical elegance.

use a translucent surface over the mall that would give it that open, outdoor feeling without introducing direct sunlight," Stark said.

As for the terminal's exterior design, perhaps the most noticeable feature will be a series of land-scaped terraces. The original concept had the look of an ornate Mayan temple; the idea has since been modified somewhat by cost considerations.

Specialists from Urban Design Studio have created a plan that blends the aesthetic with the utilitarian. According to Urban Design's vice president, Frank Meroney, the design seeks to satisfy "... the visitors' expectations of a tropical paradise while providing an opportunity for discovery of the Palm Beaches' indigenous character."

Meroney's team of landscape architects is working under two restraints: a limited \$2 million budget and a site strewn with warehouses, fuel tanks, jetliners and acres of concrete. Rather than eliminate these obstacles, the designers have found ways to work within them and have come up with a plan that "... puts a lot of punch or pizzazz in concentrated areas and makes the rest very functional with low-cost, low-maintenance materials," Meroney said.

Much of that effort will go into securing plants that require minimum maintenance while functioning as decorative buffers. Initially, most of that buffering will be along Belvedere Road; ideally, it will one day surround the entire airport property with a green zone of wax myrtle and oleander.

While the lion's share of the landscape budget will go for irrigation and sodding, a large portion has been earmarked for the main entrance on Australian Avenue and for a new entrance near Congress Avenue and Belvedere Road.

"We want a low-key, country club-like entrance on Australian, an

image of understated elegance," Meroney said.

The symbolic image Meroney hopes to project at that location is South Florida's symbiotic relationship of land and water as represented by the Everglades. Toward that end, two lakes will be excavated north and south of the entrance road.

"They'll be there for water retention and irrigation, but we also see a number of ways they can further beautify the entrance," Meroney continued. "For example, some art groups have been lobbying for a sculpture at the entrance; an ornamental fountain also has been suggested. In the event of either, the landscapers are designing the lakes to include small 'tropical' islands that could serve as pedestals.

"The earth fill generated by the lake excavations will be used to

Throughout the planning process, the key word has been quality — of image, decor and experience

provide topographic relief through ornamental berming. The berms (knolls) will range from low, gently rolling mounds to much-higher noise buffers along the roads and around the service areas. The net effect will be a cost-effective screening system for hiding parking lots or the fuel farm," Meroney concluded.

Portions of those berms may one day form the foundation for connecting the airport to Interstate 95 — a direct link that could be in place by 1995.

As with any construction project of this magnitude, the airport venture culled wide disagreement among planners. Though they did not always agree on the specifics

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Opposite: You can dress up your rack of lamb with little ruffles that fit over the bone of the "Frenched" chops.

A lthough lamb is available in the markets throughout the year, March traditionally heralds the beginning of the genuine "spring" lamb season.

Shepherds who winter their flock in the high country bring the new lamb crop down the mountain just in time for Easter.

While lamb is raised in many states, the San Juan Mountains — the wild range in the southwestern part of Colorado, known as the high country — are where bands of sheep graze during summer and fall. From the sloping valleys near Silverton and the 13,000-foot mountain, Engineer, which can be reached only by jeep, they begin their 50-mile descent to Montrose, their winter feeding home.

While touring Colorado's sheep country in a jeep, I met sheepherder Sam Jaramillo who with his border collie, had guided the animals I saw safely over the peaks and canyons.

It takes skill and dedication to be a sheepherder. Losses from predatory animals are high in the mountains, and it is not unusual for 50 to 100 lambs to be taken in a week by wolves, mountain lions or bears.

So, when you wince at the price of a rack of lamb, take time to consider what the sheepherder endures. In the high or low country his life is lonely. "It takes patience to take care of a flock from the start of lambing until you get through," said Jaramillo. A large percentage of the ewes have twins which must be watched with special care, because a lambless ewe will often steal another's baby.

Lamb is one of the few meats that does not have religious prejudices against it, and to many it is a symbol of purity. Fewer lambs are rejected by government inspection than any other meat animal.

Unfortunately, many home cooks do not understand lamb and how to buy and cook it. Some people have reservations about it because they believe it has a strong flavor.

Actually, lamb can rival the best beef in flavor and texture. In America, lamb is often overcooked; most epicures agree that lamb tastes best when cooked mediumrare to medium. A roast leg should be just as pink and succulent as a

Continued on page 148



Left: A no-fail roast leg of lamb cooks at high heat for only 30 minutes. Below left: Most epicures like rack of lamb rare or roasted to rosy pink.



Story and Photos by Rosa Tusa





Opposite: J. Patrick Lannan enjoyed covering every surface of his home with artwork.

A Robert Goodnough painting highlights the ceiling in the spacious living room.

A Swan Song for the Legendary

Lannan Estate

By Chris Hunter

he magnificent homes of Palm Beach are legendary, but equally remarkable are the people who have filled them with wealth and wit over the years. Whenever an estate is matched with a personality of equal significance, the resulting combination becomes a special aspect of the history of Palm Beach society that is greater than its parts.

In the case of J. Patrick Lannan and the Maurice Fatio-designed home known as Four Winds, that combination produced an art museum environment known both for the elegance of the estate and the avant-garde quality of Lannan's personal taste.

A wealthy industrialist and former director of International Telephone and Telegraph, Lannan was known for his keen eye in discerning emerging artists of importance. His private collection totaled more than 5,000 pieces.

The house was built in 1930 for financier E.F. Hutton, and after Lannan purchased it in the '60s, he enlarged the building to accommodate his artworks. In 1981 he founded a museum in Lake Worth to house some of the art and he



Above: The entrance to Four Winds projects an art-museum atmosphere that permeates throughout the mansion.

His private collection totaled more than 5,000 pieces — filling rooms, hallways, ceilings, niches



Above: The Lannan TV room features two large Goodnough canvases, a zebra-skin rug and a collection of glass art objects in the rear niche. Right: Many receptions were held in the airy loggia which leads into the living room.

died in 1983. Since that time, the Lannan Foundation has maintained Four Winds and placed the house, minus the art, on the open market for \$5.5 million.

While he was alive, Lannan entertained Palm Beach society in a grand fashion at his home. Lannan's friend Mary McFadden, a noted fashion designer, premiered her new collections amidst Lannan's art.

"It's very important to have a beautiful setting for a show," said Ms. McFadden, who was close to Lannan and often assisted in the





Below: J. Patrick Lannan collected artists' works in depth. Three George McNeil paintings add expression to the dining room. Bottom: The loggia offers a breathtaking view of the waterfront and sculpture garden.





Photos by Kim Sargent and Stephen Leek



placement of art within Four Winds.

One of the things that Lannan liked to do was stay up all night hanging and rearranging the artwork. "We don't have any hanging parties that last till 6 a.m. anymore," said Ms. McFadden. "Hanging the art became a party. There was never a day that he didn't move something. It was his hobby. He was as interested in the installation of art as the acquisition of it."

Lannan also opened the house to the public, allowing school groups and individuals to browse through the modern art collection on an appointment basis. "Before his death, we had the house closed up," explained Ms. McFadden, "but prior to that, small groups would come by appointment only."

Lannan was a self-taught art collector who showed a wide knowledge of the modern art world. According to Ms. McFadden, he had several experts in various fields contact him about possible pieces that were for sale, but he also knew enough to find artists and their work himself.

Ms. McFadden said that "the eclectic nature of Patrick" was the most overwhelming factor of his home. "He bought something from

every civilization," she explained, "and it was very interesting to study the collection from that point of view. I feel that he liked every piece the same."

Lannan's passion for art, particularly large, oversized paintings and sculptures, required a massive amount of space for display. "The whole concept of the house was the display of art," said Ms. McFadden. Kitchen, living room, bedroom and even bathrooms were filled with the art that fascinated Lannan. He installed pieces on the ceilings, in cubbyholes and around every corner in a building that cost \$250,000 in 1960. He constructed a small the-





Opposite: Morris
Louis' first "veil"
painting (upper left
corner of this photo)
hangs in the Lannan
movie theater at the
back of the house.
Left: To create
shelving for display
of his art objects,
Lannan often
closed up windows in
the house, as seen in
the southwest bedroom.



ater and several new wings on the house to incorporate more of his collection. "He renovated most of the house in order to display the art," Ms. McFadden said.

Wandering through the Lannan estate today, one is struck by the vivid colors and incredible variety of artwork that fills the house. Not much has changed since Lannan's death, according to Ms. McFadden, and there is a group of people talking about purchasing the home and maintaining it as an art showplace.

"There is a lobby trying to preserve the house," explained Ms.

Continued on page 147



Above: Designed by surrealist Max Ernst, this bed ensemble in the master bedroom was owned by Nelson Rockefeller during his vice presidency. The bedspread is mink. Left: This vibrant Will Isley canvas hangs along the stairway in the entrance to the Lannan home.



Above: All-over iridescent sequins accent Judy Hornby's slinky mermaid sheath featuring puffed sleeves and pleated chiffon skirt. Available from Point of View. Right: Here's a glittering evening pajama featured at Nip 'N Tucket in Plaza del Mar. It's an asymmetrical cut sure to turn some heads.



Finding that Festive Look

By Betty Yarmon

he whirl of Palm Beach's social season is in high gear. And residents and visitors alike need gala wardrobes to get them through the hectic conviviality. The variety of daytime and evening celebrations demands an extensive, varied wardrobe — one that ranges from soft and dressy to regal and festive.

We've searched the fashion scene and discovered an array of glorious looks sure to make you a standout in any crowd.

Complementing the elegance of these styles is the location in which these pages were photographed — Palm Beach's Colony Hotel, since 1947 a symbol of exquisite taste.

Discover these tasteful fashions for yourself. They are available locally at Frances Brewster, Chez Catherine, The Forgotten Woman, Point of View, The Village Shop, Sonia Rykiel, Ungaro and Nip 'N Tucket.

Models featured on these pages are Mary Anne, Theresa and Catherine Cleckner. Victor Sapar, National Cosmetic Director for Stendhal, in Stendhal's new Le Rouge et Noir Collection created the make-up. Salon Margrit fashioned the hairstyles. Jewelry is from Black Starr & Frost in The Esplanade; hosiery is by Fogal of Switzerland.





Above: You'll feel sophisticated and sassy in this front-drape jersey dress from Nip 'N Tucket.
Luxurious jewelry highlights a wide neckline; the felt boa in the hair and around the shoulder adds a distinctive flair.

Photos by Kim Sargent

Left: Exclusively from The Forgotten Woman is a glorious chiffon caftan featuring silver paillettes and an asymmetrical hem — sheer elegance for the discriminating woman of any size.





Below: A satin top and softly gathered skirt, a draped greige print silk and a silk design with a low belt — three distinct European looks all exclusively designed for Chez Catherine.







Far left: Striking simplicity from Mary Anne Restivo for The Village Shop. Left: Exquisite and understated — the evening gown is by Sonia Rykiel; the two-piece outfit with wrap skirt and print wrap blouse is from Ungaro.



Above: First-graders at Palm Springs Elementary School frolic on their playground equipment. Right: Formerly a chef at the Mandarin, Tom Ngai opened his own Chinese restaurant, the New York Tea Garden in the Greenwood Shopping Center. Far right: The neatly landscaped entrance to Palm Springs reflects the village's unpretentious character and style.





Below: You can get a new-style perm or an old-fashioned scissors-and-comb haircut at Paul Schuette's barber shop.





Palm Springs

Where Quality of Life is Homegrown

By Jack Vitek/Photos by Donna Turner

People from Palm Springs relish such words as moderate, average, everyday, ordinary, typical, middle-class, median and quiet. These are the adjectives they use to describe their suburban community of 10,000 nestled between Congress Avenue and Military Trail a few miles south of Palm Beach International Airport.

For decades, Madison Avenue and Washington political forecasters have been looking for the typical American town. They usually expect to find it in the Midwest, but maybe they should look farther south. In every presidential election year but one, Palm Springs has voted with the nation. Maine, look out: As Palm Springs goes, so goes the nation.

In many ways Palm Springs is a typical Florida village. It was born in the land boom of the '50s and its problems are mostly related to its — and the state's — rapid growth. The long-range aim of Palm Springs, according to its full-time village manager, Pat Miller, is to preserve its quality of life — which has been just fine, thank you, for nearly 30 years.

Palm Springs was chartered in 1957, in the middle of Florida's second land boom. The first one, in the 1920s, had been cooled by the Depression, and it wasn't until the post-World War II era of prosperity that real estate in the area started picking up. Palm Springs was built by a consortium of developers, among them Jack Christianson, who for many years owned the Palm Springs Shopping Center at 10th and Congress avenues.

The developers originally built 800 homes, which sold then for between \$5,000 and \$20,000. There were no pretensions to Miznerstyle grandeur. The original houses were, like many that followed, low-slung cinderblock-based constructions. They might not be striking architecture, but the houses were right for the climate — resistant to heat, hurricanes and termites.

Above left: Pat Miller is Palm Springs' full-time village manager. Left: Chartered in 1957, Palm Springs is home to 10,000 people.





Top: Serving Palm Springs' residents are members of the public safety department including officers Mark Hoyt and Jay Pickens, Director E.W. Hoagland III and Sgt. Howard Osgood. Above: Story hours, film programs and classes at the village public library offer enrichment for all ages.

Some said the houses were shoddy and wouldn't last. But they did, and the style proliferated in Palm Springs and throughout Florida. Today, with rolling lawns shaded by three decades of tree growth, houses have a certain dignity.

Before the developers stepped in, the 1.6 square miles that would become Palm Springs was pasture — 700 acres of which was Boutwell's dairy farm. The name still survives in a local street, Boutwell Road. To the north was Morrison Field, which became Palm Beach International Airport when the Air Force left. The barn of the original farm became Christ Community Church. You wouldn't know it if you weren't told; The barn's high, sloping roof looks made-to-order for a church.



Below: As recreation director, Steve Peffers plans athletic and social activities — including aerobics classes, volleyball, softball and soccer programs — for an active community.



Below: A homeowner since 1957, Lynn Downing says the village is a good place to raise a family.







Left: John Appleby lives in Waterview Estates and enjoys an active, single lifestyle. Above: Children in Palm Springs grow up in a community that likes being "small-town."

Paul Schuette has lived just west of Palm Springs for more than 30 years. He also owns possibly the oldest business in the village, the barber shop in the original shopping center.

"Palm Springs was just a muck before the developers came in," recalls Schuette. "We thought they were crazy to pay half a million dollars for that land. There was plenty of good land elsewhere, and we'd never seen anybody 'demuck' land before. But they went ahead and did it."

The developers followed what is now a standard practice. They bulldozed out three lakes, bringing up good landfill to build on. The muck disappeared to the bottoms of the now-scenic lakes.

Palm Springs bucked one Flor-

ida trend until recently. It was primarily a community of young families, of working people rather than retirees. With the building of several condominiums, that is changing. The median age of the community's residents leaped from 26 years in 1970 to 38 years 10 years later.

"The children have grown up and moved away," explains village manager Pat Miller. "The moms and dads are still here."

The first family to move into Palm Springs was Mr. and Mrs. Dominic Papaleo, who bought the house at 157 Keller Drive in 1957. The Papaleos owned a pizza parlor at the Farmers Market on Military Trail. The Farmers Market was different then, too. It was a real one where the farmers brought in their produce to sell.

Lynn K. Downing, a former insurance man who now works for Palm Beach County, also bought a house in Palm Springs in 1957. He raised five children there and still lives in the house, which has appreciated a hefty 400 percent. Downing served as vice mayor in the 1970s and was a volunteer fireman until the new Public Safety Department took over firefighting duties in 1979.

"You couldn't ask for a better place to raise a family," comments Downing.

Over the years Downing has watched Palm Springs "fill up like a jar." Miller says the village is basically full, with just a few more lots to be squeezed out here and there. Most of its buildings are single-

Continued on page 143



An Idyllic Setting

Uncompromised Comfort



By Doris Kidder Johnson/Photos by Kim Sargent

Interior designer Frank Lincoln captures the needs and personalities of his clients with uncompromising style. "The key word for this project is comfort," says Lincoln. "The home is designed for year-round Florida living and for the casual lifestyle of the owners."

Considerable time and effort

went into the design and construction of all upholstered pieces; the furniture had to meet the clients' specifications. Lincoln met the owners in New York on numerous occasions so they could test various upholstered seating. "Our pet peeve is dining room chairs which are almost always the most uncomfortable chairs in a home . . . these

are so easy, our guests are reluctant to leave the table!" the owners said. The cozy dining area is part of the family room and kitchen wing which serves both large family gatherings and small intimate dinners.

The home is designed to take advantage of its idyllic setting along the banks of the Indian River with-

Above: Architect Paul Dritenbas designed The Moorings residence around a courtyard and pool area at river's edge. Opposite: French and Irish antiques bring warmth to the cozy family dining area. Custom upholstered chairs from LCS invite leisurely dining.



Above: Upstairs den provides secluded work area furnished with antique Tansu chests and cocktail table from Karl Springer. Fabrics are by Fore Prints of California. Right: In the living room, an antique English chair complements the altar table from Mirak. Crisp cottons echo the owners' artworks.



in the private club environs of The Moorings at Vero Beach. The Ushaped, two-story structure surrounds a courtyard patio and pool area on the river's edge; each room overlooks vistas of water and natural marshlands abound with waterfowl. A cruising yacht is anchored at the private dock beyond the pool; golf, tennis and dinners at The

Moorings Club are only minutes away. "It's the good life for active people who prefer a sophisticated but tranquil setting away from the urban crunch," says Lincoln who has designed many interiors on Vero Beach and John's Island. The designer is a member of A.S.I.D. and has offices in both Vero Beach and Manhasset, N.Y.





Left: Family-room upholstery combines lively Carleton V floral with hand-painted fabric by Kathy Friendly. Below: Painting by Arthur Weeks is arranged with antique Chinese vases, an English bird cage and Irish pine server.





Above: Master bedroom has a lounging area overlooking pool and waterway. Bielecky Bros. wicker chairs and an antique Irish cabinet continue the casual theme. Custom bed unit is by Uncommon Designs; custom fabrics are from Tillett.

Continued from page 89

with a customer about a bicycle tire inner tube, he began twisting the long, narrow cardboard tube box in his hands. He noticed that as he twisted the box, although the box remained rigid at the ends, the top and bottom sides made different angles at the bottom ends.

"We can twist the wings of a two-winged machine in the same manner," Wilbur said, showing the box to Orville. "When it flies, the wings on the right and left sides can be warped so as to present their surfaces to the air at different angles and secure unequal lifts on the two sides."

Wing warping gives lateral balance to the plane by enabling the pilot to turn the plane to the left or right. To turn to the right, the pilot raises the left wing and lowers the right; he reverses the movement to turn left.

Today's airplanes accomplish lateral balance or roll by ailerons on

the trailing edge of the wings.

Wing warping was the Wright brothers' first great invention. They were on their way to history.

In their bicycle shop the Wrights built a glider capable of carrying a man and in 1900 took it to Kitty Hawk. It flew first as a kite.

"Well, after erecting a derrick from which to swing our rope with which we fly the machine," Orville wrote to Katharine on Oct. 14, "we sent it up about 20 feet at which height we attempt to keep it by the manipulation of the strings to the rudder. The greatest difficulty is in keeping it down. It naturally wants to go higher and higher. When it begins to get too high, we give it a pretty strong pull on the ducking string, to which it responds by making a terrific dart to the ground. If nothing is broken, we start it up again. This is all practice in the control of the machine."

To control the nose-up and

nose-down movement or pitch, they added to the 1900 glider a horizontal stabilizer, a rudder in front of the wings. The forward elevator-stabilizer is the Wrights' second great invention and controls the airplane's pitch. In today's airplane, the elevators are horizontal planes at the rear of the craft.

When the brothers weren't tackling the challenges of lateral balance or pitch, they faced other problems. Nobody had told them about Kitty Hawk mosquitoes. Orville wrote home that the agonies of typhoid fever were nothing compared to mosquito bites. He wrote about insects that chewed through underwear and socks, making lumps swell like hen eggs. To escape the mosquito invasion, the men went to bed at 5 p.m. They put their cots under the awnings and, exposing only their noses, wrapped themselves in blankets. When the wind dropped, they started sweat-



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"For those who dave to be different"

WRIGHT BROTHERS

ing. When they pushed back their blankets, the mosquitoes came in squadrons. The next night they built tents of mosquito netting over their cots and looked forward to a peaceful night. But the mosquitoes came right through the netting.

The third night they built fires around the camp. The smoke was bad, but they decided the mosquitoes were worse than the smoke. In the letter to his sister, Orville described it as the worst night they had ever experienced.

Except for diversionary hours spent defending themselves against mosquitoes, the Wrights used most of their time testing and modifying their glider. The 1901 glider had the same design as the 1900 glider, but it was larger. It weighed 98 pounds, nearly twice the weight of the 1900 glider.

The brothers found, however, that in some respects the 1901 glider was inferior to the 1900 machine

because the control of the machine was not as good. When the 1901 machine flew, it did not increase in speed as the 1900 machine did. The brothers had to find a way to get higher initial speed, which they did by using a catapult.

The 1901 machine had its good points, however. In 40 landings it suffered no damage.

They returned to Kitty Hawk from Dayton in 1902 with a still-larger glider with a 32-foot wingspan instead of the 22-foot span of the earlier glider. The new model weighed 112 pounds and had a fixed double rudder.

In testing this latest version, a problem developed. When the glider flew forward and tilted to one side, its speed increased. If the pilot did not correct the balance immediately, the machine slid faster, and the wind struck the side toward the low wing rather than the high wing as it was expected to do. The vanes

of the rudder made the plane turn the wrong way with the result referred to later as tailspin.

Early in October of that year, Orville suggested replacing the fixed rudder with a vertical movable rudder. The single, movable, vertical rudder or tailfin is the third major Wright invention. It enabled the pilot to control the direction of the glider's flight path or yaw.

The 1902 glider now had control over the three flight motions: wing warping for roll control, elevator for pitch control, and a single, movable, vertical rudder for yaw control. All that was lacking for powered flight was an engine.

When they returned to Dayton, the brothers found no manufacturer of gasoline engines who could produce an engine to meet their specifications: therefore, they asked their mechanic, Charles Taylor, to build the 180-pound, 12-horsepower, four-cylinder engine.



WRIGHT BROTHERS

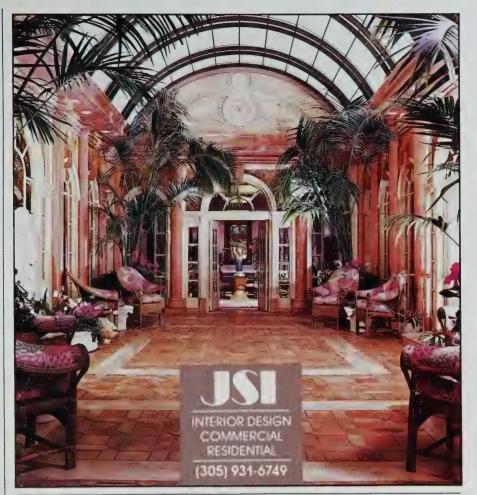
While Charlie worked on the engine, Wilbur and Orville designed and built the twin air propellers out of three lengths of wood glued together at staggered intervals. The air propeller was the fourth Wright accomplishment.

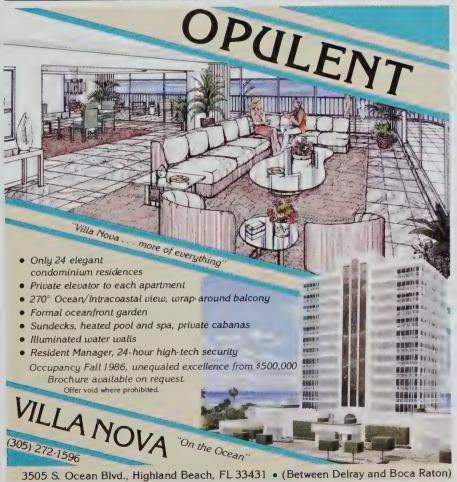
Throughout the years of testing in Kitty Hawk, the brothers wrote to Katharine, keeping her abreast of their achievements, frustrations and general day-to-day living.

"We had supposed two years ago," Orville wrote his sister on Sept. 23, 1903, "when the mosquitoes were so thick as to dim the very brightness of the sun, exceeding in numbers all excepting those that devoured the whole of Raleigh's settlers on Roanoke, and last year when the lightning turned night into day, and burned down every telephone pole between here and Kitty Hawk, we had supposed that Nature had reached her limit; but far from it! Dan Tate says this year has been one succession of storms of unprecedented severity; the rain has descended in such torrents as to make a lake for miles about our camp; the mosquitoes are so thick they turn day into night and the lightning so terrible it turns night into day. Besides all those, the sun was so hot, it must have made soup out of the mosquitoes and rain!

"I spent most of one rainy morning inventing a French drip coffee pot in order to do away with boiled coffee that has to be cleared with egg shells. It was a good coffee pot except that it had a way of boiling over and mixing the coffee grounds and water. Have Lorin (another Wright brother) get some of the very finest mesh wire brass screen and send it down immediately for the coffee pot."

Coffee pot dilemmas and torrential downpours notwithstanding, the Wrights' attention was clearly focused on their goal to fly. When they assembled the 1903 plane, they placed the engine to one side so that if the plane crashed, the engine would not fall on the pilot. To prevent the ma-





chine from rolling forward in landing, they designed skids like sled runners extending in front.

On the morning of Dec. 17, 1903, Wilbur and Orville climbed down from the ceiling-high beds in their shack at Kitty Hawk, heated water on the carbide stove and shaved. Wilbur, at 36, stood 5 feet, 10½ inches tall and weighed about 140 pounds. Thirty-two-year-old Orville was an inch and a quarter shorter than Wilbur but weighed

the same. Both men had blue-gray eyes and brown hair. Wilbur's hair was darker than his brother's and had receded from his forehead and along the part. Orville's thicker hair had a reddish tinge and slight curl. He wore a mustache. To prepare for the occasion, the brothers donned their three-piece dark business suits, white shirts with attached standing collars, four-in-hand ties, dark stockings and shiny city shoes.

They checked the wind veloci-

ty, pulled the machine from its shed and hung out the signal for the men from the life-saving station to come to witness the flights. After they arrived, Orville ran the engine and propellers for a few minutes to be sure they were in working order. At 10:35 a.m. Orville climbed into the plane and let slip the tethering rope. Wilbur ran alongside to steady the plane while it gathered speed.

The plane lifted from the track. "The flight lasted only 12 seconds," Orville wrote in his diary, "but it was the first time in the history of the world in which a machine had raised itself by its own power into the air in full flight."

After the flight, the visitors and the brothers carried the machine back to the track. Because the wind was so cold, everybody was chilled; they all went into the shed to warm themselves around the stove. Johnny Moore, a boy from Nag's Head, looked under the kitchen table and saw a basket filled with eggs.

"Where did you ever get so many eggs?" he asked.

"Didn't you notice the little hen running around outside the shed?" one of the men from the lifesaving station asked. "That chicken lays eight to 10 eggs a day!"

Johnny Moore, one of the few people to witness man's first power-driven, heavier-than-air flight, rushed outdoors to look at the wonderful chicken.

John Daniels, another witness of the successful flight that day, said many years later, "I like to think about it now. I like to think about that first airplane the way it sailed off in the air at Kill Devil Hills that morning, as pretty as any bird you ever laid your eyes on. I don't think I ever saw a prettier sight in my life. Its wings and uprights were braced with new and shiny copper piano wires. The sun was shining bright that morning, and the wires blazed in the sunlight like gold. The machine looked like some big, graceful golden bird sailing off into the wind.

"I think it made us all feel kind





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"It wasn't luck that made them fly; it was hard work and hard common sense; they put their whole heart and soul and all their energy into an idea and they had the faith. Good Lord, I'm a-wondering what all of us could do if we had faith in our ideas and put all our heart and mind and energy into them like those Wright boys did."

The general public and the media did not accept the news that two men at Kitty Hawk had actually flown in a heavier-than-air, powered machine. Simon Newcomb, the world's foremost astronomer of the day, had stated in print that flying was nonsense and simply couldn't be done. When Samuel P. Langley's attempt to fly had failed earlier that December, Newcomb reiterated his belief that flight was impossible and explained why. People believed him.

Lorin Wright walked into the Dayton *Journal* office and asked for city editor Frank Tunison. Lorin showed him the telegram Orville had sent his father. It read:

Success four flights Thursday morning all against twenty-one mile wind started from level with engine power alone average speed through air thirty-one miles longest fifty-seven seconds inform press home Christmas

"Fifty-seven seconds?" said Frank, handing the telegram back. "If it had been fifty-seven minutes, it might have been a story."

The 1903 Wright Flyer never flew again. The brothers stored it in Dayton — knowing that some day people would believe.

During 1904 they made more than 100 flights in a larger plane at Huffman Prairie, a cow pasture near Dayton. The longest flight in 1905 lasted for 38 minutes, three seconds and covered more than 24 miles.

In January 1905 Wilbur asked U.S. Rep. Robert Nevin of Dayton to help them interest the federal government in the Wright Flyer. Wilbur explained that flying had advanced to a point where it could be used for scouting and carrying messages in wartime. The U.S. Board of Ordnance and Fortifications replied that the government would not be interested in a plane unless it had been brought to the stage of practical operation without expense to the United States.

"It appears that from the letter of Messrs. Wilbur and Orville Wright," the Board stated, "their



Presented to the Wrights in 1909, this sculpture by Cardin shows the muse of aviation embracing the brothers who have conquered the realm of the eagle.

machine has not been brought to the stage of practical operations."

Since the U.S. government showed no interest in the Flyer and was ignorant of the Wrights' successful flights in 1904 and 1905, the brothers on March 1, 1905, offered to furnish to the British War Office a scouting plane.

The British, French, German and Italian governments were receptive to the Wright brothers. After a three-year period of negotiations with those governments, Wilbur made the first European flight at Le Mans, France, on Aug. 8, 1908, followed by eight other flights the same month. He made



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additional flights in France, Italy and Germany before enthusiastic crowds including royal families from four nations.

Now the world believed.

The U.S. government, convinced by Wilbur's flights in Europe, invited the brothers to make trial flights at Fort Meyer, Va. Orville made a series of 14 flights at Fort Meyer in September 1908, establishing many speed and distance records.

The trials ended Sept. 17, 1908, when Orville's plane crashed, killing a passenger, Lt. Thomas E. Selfridge, and severely injuring Orville. When his sister, Katharine, heard the news, she resigned her teaching position in Dayton to care for Orville.

After his recovery, Orville and Katharine sailed for France in January 1909. Wilbur, Orville and Katharine returned to the United States in May to receive honors at the White House and to attend a two-day celebration in Dayton.

As soon as the Wrights proved man could fly, many others designed, built and flew planes. One prominent flier, Glenn H. Curtiss, designed and flew a plane that infringed the Wrights' patents, making necessary lawsuits that dragged through the courts for many years.

The suits were still in the courts when Wilbur contracted typhoid fever and died at the age of 45 at his home in Dayton, May 30, 1912. Tributes were paid to him from home and abroad. President William Howard Taft said, "I am sorry that the father of the new great science of aeronautics is dead and that he has not been permitted to see the wonderful development that is sure to follow along the primary lines which he laid down."

Following Wilbur's death, Orville, Katharine and their father moved into Hawthorn Hill, a new home on a 17-acre tract in Oakwood, a suburb of Dayton, in April 1914. Over the years, world-famous guests came to the home.

During these years, Katharine acted as Orville's hostess, planned the entertaining and managed the household. She performed these duties until one day in 1926 when, at age 52, she told Orville she was going to marry an Oberlin College classmate, Henry J. Haskell, associate editor of the Kansas City Star. The news stunned Orville, who thought Katharine would never leave him or Hawthorn Hill. When Katharine and Haskell were married at Oberlin in November 1926, Orville refused to attend the wedding and never spoke to his sister again until she was dying in 1929.

Orville faced other disappointments as well. In 1914, the same year he moved to Hawthorn Hill, the Smithsonian Institution hired Glenn Curtiss to fly the reconstructed Langley plane originally built by Langley, secretary of the Smithsonian. (In two trial flights in 1903 his plane failed to fly and sank into the Potomac.) When Curtiss flew the reconstructed plane, the Smithsoni-



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\$1,400,000 (unfurnished)

Brochure #PM1-199

\$1,500,000 (furnished)



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WRIGHT BROTHERS

an Institution placed it in the National Museum with a label identifying it as the first airplane in history capable of sustaining free flight carrying a man.

Orville said the false statement denied the Wright brothers' achievement. This led to a controversy between Orville and the Smithsonian, a rift which lasted from 1914 to 1942.

In 1928 Orville presented the 1903 Flyer to the British government and sent it to the Kensington Museum in London.

The controversy with the Smithsonian ended in 1942 when the Institution retracted all former statements about the Langley plane and publicly apologized to Orville.

Six years later, on Jan. 28, 1948, Orville suffered a heart attack at his office. He died two days later and was buried in the family plot in Woodland Cemetery.

In his will, Orville had arranged that the 1903 Wright Flyer should be returned and presented to the Smithsonian Institution. Today it has a place of honor in the Milestones of Flight Gallery of the Air and Space Museum. The accompanying inscription identifies it as "the first in the history of the world in which a machine carrying a man had raised itself by its own power into the air in free flight."

In presenting the 1903 Wright Flyer to the Smithsonian, Orville's nephew, Milton Wright, said in part, "The airplane means many things to many people. To me it represents the fabric, the glue, the spruce, the sheet metal and the wire which, put together under commonplace circumstances but with knowledge and skill, gave substance to dreams and fulfillment to hopes."

That presentation was made on Dec. 17, 1948, the 45th anniversary of the historic flight. By that time, the airplane was well on its way to becoming as commonplace in the sky as the buzzards Wilbur and Orville Wright observed in their quest to bring aviation to the world.

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for an independent space program faltered.

"The Concorde was our answer to the Apollo program," Capt. Walpole explained.

The two European countries, whose history includes the Hundred Years War, not only created a totally new civilian vehicle but also triumphed in technological cooperation, which continues today through regular exchanges of information on technical support and operation. But, the development costs were dear: \$2.5 billion.

Meanwhile, fuel prices had soared and the Arab oil boycott had forced Western nations to reappraise technology. British Aircraft (now British Aerospace) and Sud-Avion (now Aerospatiale) in Toulouse, had anticipated recuperating development costs through sales to other airlines. But, options for 74 of the \$60 million-aircraft held by 16 airlines in the late '60s evaporated. By the time Concorde was ready for occupancy, only Britain and France were in the supersonic commercial air travel market. They faced astronomical fuel costs with a craft that carried 25 to 33 percent fewer passengers than a 747 subsonic jet.

It looked as though national pride was going to cost the two European nations a bundle as neither nation would allow the other to bow out. The new plane, once heralded as a revolution in air travel, was labeled a loser.

If that wasn't enough, the plane became the target of environmentalists who predicted the supersonic flight would destroy the planet's protective ozone layer and the ears of mankind. Concorde flights, the environmentalists warned, would cause buildings to crack, bovines to miscarry and incidences of skin cancer to increase. By the time Concorde executives decided the payload for the plane could be found on a three-hourplus North Atlantic run instead of long hauls to the Arabian peninsula or South America, environmentalists had mobilized against Concorde flights into New York.

When Capt. Walpole flew the first commercial Concorde flight into John F. Kennedy Airport, much of the flack had subsided but he admitted the pilot of an earlier Air France/British Airways test flight could have used some combat-gear protection against protesters and what he calls "the gutter press."

"But I felt that once the airplane was given a chance to live there, given the opportunity to demonstrate its social compatibilities, it would become part of the furniture and it has," he said.

Today cows are still giving birth, the ozone layer may even be regenerating and the white-skinned Concordes of the French and British fleets are regulars in New York. British Airways also flies between London and Washington. Two years ago British Airways accepted Miami's invitation to extend that service southward three times a week.

"A million places would invite us, but we're not going to go unless we're absolutely certain that it is commercially viable and it was here," said Capt. Walpole in Miami between Concorde flights. "We looked at it for a long, long time, but we're delighted to be here. It has become a very high development rate operation for us. We're way ahead of our budgets and schedules in Miami."

Holdouts remain. Capt. Walpole admits with regret that his bird will never fly into Japan. All the polished Concorde arguments about meeting environmental and noise objections have not convinced Japanese aviation officials, who must deal with militant and often violent environmental activists at home.

But the Concorde, which once appeared an airplane program in search of a route, has cut out a very special market for itself — international businessmen, entertainment celebrities, and the unobtrusively rich who pay about 20 percent more than a first-class, trans-Atlantic fare to arrive unmussed, rested and pampered.

"The Concorde passenger list is like Who's Who," Capt. Walpole said.

Elizabeth Taylor, Sir Laurence Olivier, Princess Margaret, Pierre Salinger are among the easily recognized celebrities who frequent Concorde, but about 80 percent of the Concorde passengers are businessmen.

The Concorde, with more than 5,000 hours of testing before certification, holds the record for the most tested aircraft program in aviation history. Its market has been equally well researched.

Air France calculates that 25 percent of its Concorde passengers fly the bird more than eight times a year while nearly half make more than three flights annually. Seventy-five to 80 percent of British Concorde passengers have flown the aircraft before.

Most Concorde passengers fly at somebody else's expense, but even the full fare is considered a bargain by companies who value the time and energy saved on supersonic flights. Not only are the flights shorter with schedules keyed to maximum use of the work day at both ends of the route, but executives are spared the crowds, long lines and general wear-andtear of international air travel.

"The businessman doesn't sit in a tube and become dehydrated, fatigued and generally debilitated by eight hours in an airplane. No question the more time you spend in an airplane the more fatigued you get. If you have to travel, travel the quickest way for God's sake," Capt. Walpole advised. "On the Concorde, he sits for three and a half hours and arrives in good shape with an extra day to work."

A Concorde ticket buys even more than a fast trip across the Atlantic. It buys maintenance by ground crews serving only the supersonic Concorde, strict security regulations, an elite corps of 20 captains (one out of four veteran subsonic pilots who attempt the rigorous Concorde qualifying course fail), studied in-flight service minus

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Treated like guests rather than customers, travelers are laden with gifts, from writing materials to tasteful Concorde mementos of supersonic flight. On a Concorde flight no money ever changes hands.

"No cash transactions on the airplane at all. Very deliberately," Capt. Walpole emphasized. "We feel it would be demeaning to expect our clientele to put their hands in their pockets."

Although that clientele has access to duty-free shops in the very separate Concorde lounges, remarkably few passengers board

with anything more than their suit carriers. And, nobody is loaded down with duty-free bargains.

"We just don't cater to that sort of people. The people we are carrying really aren't looking for a bottle of scotch to save a couple of quid," said the captain.

No Bermuda shorts, rumpled denims or Hawaiian sports shirts on a Concorde run. As in long bygone days before the wide-bodied Greyhounds of the air, the Concorde clientele dresses for the occasion. A typical Concorde flight out of Paris will see more designer fashions than the Avenue Montaigne.

"We expect them to be dressed. Our people have a much better sensitivity about dress and appearance, an awareness of social demands and cultures. We don't cater for the greater unwashed."

All Concorde passengers are treated equally with no first- or second-class sections or so-called V.I.P. service. The only class is "R"
— which could stand for "regal."
Concorde travelers are set apart from the bustling hoi polloi from the moment they check in and are plied with champagne and cocktails even before they board. Upon arrival, passengers may be whisked away to appointments or connecting flights (about a third of the passengers combine the Concorde flight with a conventional jet leg) by helicopter or limousine.

Queen Elizabeth is one Concorde passenger who gets better than "R" service. She would never travel on a scheduled flight but has had a Concorde at her personal disposal on two major tours. Her first Concorde flight was Nov. 1, 1977, when she returned from her Silver Jubilee visit to Canada and the Caribbean. With Capt. Walpole in command, the Barbados-London flight made record time — 4,200 miles in three hours, 45 minutes





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time mayor of West Palm Beach. The landing strip was located just north of where the Palm Beach Kennel Club caters to greyhound racing fans today.

Carmichael's little airport adjoined the 18-hole Belvedere Country Club, which he also owned. Its principal piece of equipment was a windsock to help fliers determine the wind's direction.

The small field was what some fliers might refer to as a "pinpoint" layout. It was large enough to accommodate only the small sports planes so popular with Palm Beachers in that early flying era. Planes would come streaking over the golf course. And, on those days when the wind was blowing from the north, golfers would be so startled that many an errant shot would wind up deep in the rough.

It was at Carmichael's tiny airport that Horace Chase — the nephew of fabled Palm Beach architect Addison Mizner — was killed in a plane crash while training for his pilot's license.

It was also at this airfield that Miss Morrison, then a secretary to Maurice Fatio, another prominent Palm Beach architect, learned to fly. She became so enthused with the sport that she soon was championing the construction of a larger airport — if for no other reason than to enable amateur aviators to enjoy their sport with fewer takeoff and landing hazards.

But, Miss Morrison's efforts in bringing about the organization of Morrison Field paid off bigger dividends than even she had envisioned. Her persistent visits to Washington to interest government officials in the project proved to be just what the U.S. air forces needed in the days that preceded and included World War II.

During the war years, the U.S. Army assumed control of Morrison Field for military purposes. At this field, more than 45,000 fliers trained, departed and came home from overseas service. Many fliers took off from Morrison Field for the D-Day invasion of Normandy.

Countless thousands departing from the same field played vital roles in the North African and Italian campaigns. Then there were those Florida-based crews who traveled on the giant C-54 cargo planes that flew "the Hump" supplying the Chinese against a Japanese invasion. Morrison Field had indeed become an important hub.

In later years, one woman who lived in Palm Beach wrote:

"Bombers flew over our heads on Brazilian Avenue day and night, out to sea and heading for Brazil. They came from Texas, Oregon and California, where the factories that produced them were. It seemed literally every U.S. bomber destined for the war in the Eastern Hemisphere flew out over Palm Beach, where over 3,000 personnel of the Air Transport Command were stationed.

Palm Beach's first recorded contact with the airplane can be traced back to 1911

"From Brazil they crossed the South Atlantic to Dakar in Africa, at its narrowest point. From there it was on to Algiers, to Sicily or England where armaments were piling up, since the invasion of Normandy was not yet due. Some of the bombers also went to India and connected up with the Chinese through Burma."

The story that tickled Palm Beachers for years dealt with the naming of Morrison Field. The how and where of the name came into focus shortly after the war when the military, aware of how important the field had been during the struggle with the Axis nations, began to wonder how the airport had come by its name and began to think of giving it a more important sounding designation.

Keith R. Chinn, who became city manager of West Palm Beach in post-World War II days, shed light on "the puzzlement" shared by high Army officers over just why the airport bore the name it did.

Chinn, an Army major during the war, had been based at the Pentagon. In 1944, while in Washington, he happened in on a meeting of three brigadier generals and as many colonels. Suddenly, he heard them mentioning Morrison Field.

He sensed they were trying to determine for whom the field had been named. They decided it surely had to be a former U.S. general named Morrison. They uncovered the fact there had been three reasonably important Gen. Morrisons in U.S. history. Two of them had been fliers.

But there was a third Gen. Morrison, one who had been prominently identified with the Seminole Indian wars in Florida. Surely, they concluded, he must be the one.

When Chinn suggested it was Palm Beach's own aviatrix, Grace Morrison, whose name had been memorialized, the thought was met with utter incredulity by the Army's brass. Days later, Chinn submitted the names of 25 or 30 prominent Palm Beach citizens who would substantiate his story.

Still the Army had its doubts. Eventually, it sent an officer to Florida to confer with these people. He was soon convinced it was true. Grace Morrison's name, indeed, had been officially written into the airfield's colorful history.

Even today, skeptics exist. "Named after a local aviatrix? Never," said a young flier who frequents nearby Lantana Field. "A woman! You have to be kidding."

A visit to Palm Beach International Airport's main terminal, however, provides proof this major field indeed once was named for Grace K. Morrison.

On the main terminal's mezzanine, just above the entrance and slightly to the west of the Northwest Orient Airlines counter, a

BIPLANES & SEAPLANES

plaque on a wall presented by the Exchange Club reads:

> In memory of Grace K. Morrison a pioneer spirit in the creation of this airfield by Palm Beach County And for whom this field was named during its use by the U.S. Armed Forces In World War II Dedicated A.D. 1948 By the County Commission

Miss Morrison's plaque is in distinguished company. On the same wall are reproductions of historical documents, including a letter concerning Cuba written by President Theodore Roosevelt in 1907; a letter to Stalin signed by President F.D. Roosevelt, announcing the appointment of Dwight Eisenhower as head of the Allied forces in World War II; Robert E. Lee's acceptance in 1866 as president of Washington and Lee College; and surrender documents of Germany and Japan in World War II.

Palm Beach's first recorded contact with the airplane can be traced back to 1911. In that year, the first aircraft — a double-winged job similar to the spindly plane used by Orville and Wilbur Wright in 1903 to make their historic flight at Kitty Hawk, N.C. - landed in the county on a little strip that probably bordered on Lake Worth.

Why that early plane dropped from the skies — it was flown by a Capt. McCurdy, a flier from Michigan - is unknown. Perhaps McCurdy was searching for a site to build a permanent airfield. Only a year earlier, Wilbur Wright himself had come to Palm Beach to survey the region as a possible site for a flying school.

A striking picture of McCurdy in his "flying machine" can be found in the files of the Historical Society of Palm Beach County, headquartered at the Henry Morrison Flagler Museum. It shows the aviator sitting on his rickety seat with a steering wheel — somewhat





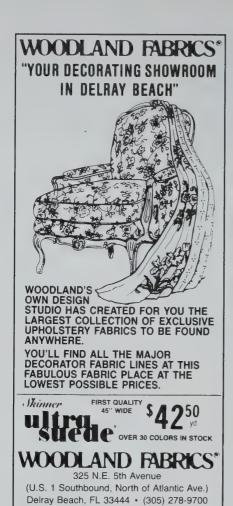
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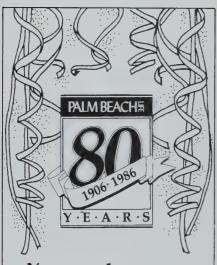
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Architect Maurice Fatio, pilot Robert Huntington and aeronautical engineering expert Grover Loening celebrated the dedication of Morrison Field on Dec. 19, 1936.

like an automobile's — almost propped against his chest.

Three wheels, the size of those found today on a child's bicycle, support the plane. McCurdy is wearing a skin-tight helmet strapped under his chin and, of course, goggles. Today, the plane is on exhibit at the Canadian National Museum in Ottawa.

In the years that immediately followed McCurdy's visit, Palm Beach saw few visiting airplanes. Travelers to and from the area were apparently happy with the service provided by the railroad.

Not until 1917 did the airplane really begin making its presence felt in Palm Beach's quiet surroundings. It came in the form of hydroplanes — or "flying boats," as they were called. Since neither Palm Beach nor West Palm Beach had a regular airport, landing on water presented the key possibility for "airship" travel.

Late during World War I, the Trans Oceanic Co. established headquarters on Olive Street in West Palm Beach, near the railroad terminal. Besides offering sightseeing opportunities for the daring, the company also offered lessons with "experienced fliers." And, of course, it also offered to fly passengers to destinations.

The rates for a 15-minute flight over the area came to \$15 per person. Those desiring to fly 60 miles

to the company's base in Miami were charged \$50. A trip to Bimini cost \$100. The aircraft in use were Curtiss "flying boats." Business was brisk from the outset. A company advertisement of that period read: "Many are turned away daily who desire to make flights simply because of reservations that have previously been made by others."

It was an era in which fliers already had begun to perform stunts. Some of the pilots working for Trans Oceanic had been World War I aviators who had flown the French-made Nieuport biplane and the S.P.A.D. The latter plane was the type flown by the famed American aviation ace, Capt. Eddie Rickenbacker.

A stunt that belonged exclusively to a Palm Beach resident — Princess Evangeline Zalstem-Zalessky (she is now Mrs. Charles Merrill) — created considerable amusement on the island.

The Princess was indignant that The Breakers Hotel required women on the beach to wear stockings with their bathing suits. She decided to show her objection to the edict. Flying a 1919 vintage, hand-cranked, single-engine biplane, she dropped leaflets on the prestigious hotel's beach, making her protest known.

In the meantime, airplanes had begun buzzing in the Miami area. In 1917, Arthur Burns Chalk —

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better known as "Pappy" — set up a terminal at the foot of that city's Flagler Street. His headquarters consisted of a tool shed, a gas pump, a phone, a windsock and an "office" with a large umbrella as the rooftop.

Prohibition having gone into effect in January 1919, it seems no coincidence that on June 18, 1919, Chalk founded what he claimed was the world's first commercial airline, Chalk's Flying Service. Chalk's first aircraft, a Stinson Voyager, carried mostly bootleggers.

In later years, Al Capone, the notorious Chicago gangster who lived on nearby Star Island, was one of Chalk's best customers.

Business boomed and Chalk soon found he needed a much larger terminal. He had a new layout built on a landfill across from downtown Miami, on a strip now known as Watson Island. In 1958, the Miami City Commission, convinced that Pappy had taken illegal possession of the land, sued him for back rent — going back to 1920. The wily Chalk won the lawsuit by claiming "squatter's rights."

Originally, Chalk's Flying Service flew primarily to the Bahamas. But with prosperity continuing to bless the airline, he soon had his planes flying to other points, including West Palm Beach. With a new HS-2L floatplane added to his fleet, he even flew clients on charter fishing trips to the Mississippi River.

He seemed able to overcome any inconvenience. Since there were no shore ramps in those early days in the Bahamas, he paid Bahamian natives to wade out to the planes and carry passengers back to shore.

The Chalk company is still in business and still offers service to the islands. The company has scheduled flights to Bimini, Cat Cay and Paradise Island and Nassau, with departures from Miami and West Palm Beach.

During the bootlegging era, five or six wooden seaplanes called "Curtiss Sea Gulls" patrolled the

Palm Beach shoreline on a fairly regular basis. Since flying was becoming increasingly popular among Palm Beachers, Dave McCullough — an ex-Navy flier, who lived on the corner of Golfview and County roads, decided to give seaplane flying lessons. One morning, he was called for an unusual expedition.

It was triggered by bootleggers. In those days these illegal operators would arrive on the beach on dark nights. They would appear in convoys of a dozen or more small 24-foot dories that had made contact at sea with ships from the West Indies. The small craft were so heavily loaded with the banned cargo that often there was barely 10 inches of clearance between the gunwales and the water level.

Almost always, the seagoing "rum runners" made the trips on calm nights. But, of course, they took their chances of meeting up

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with a rising wind that might make sailing hazardous. Each sacking bag contained six bottles.

One night two fully loaded dories collided near the beach, about 300 feet out to sea. One overturned and spilled its load of bags. Since bootleggers seldom returned to salvage a lost cargo lest they risk capture, the sacks were abandoned.

Horace Chase — the same nephew of architect Addison Mizner who would later be killed in a training flight accident — was contacted, along with Eddie Shields, an athletics instructor at the local school. Together they arrived on the beach and set out in a canoe, hoping to find the seagoing bottles. There were none to be seen.

They then phoned McCullough, realizing an airplane had a better chance of spotting the "spirits." The airman quickly climbed into his seaplane and proceeded to fly over the area where the collision

had occurred. Skimming low over the waves, he spotted some of the bags and dropped a marker near them. The canoe was alongside in seconds.

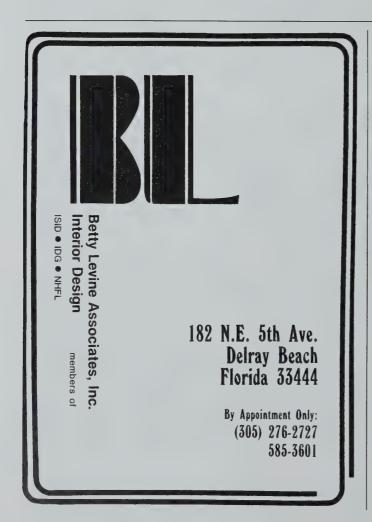
Chase and Shields had scarcely collected a dozen sacks when a substantial morning wind arrived. Since both knew a canoe was no match for bounding waves, the two paddle-wielding sailors called it quits and returned to shore.

The story goes that household help from the nearby Widener place, about 1,000 yards or so farther south along the beach, were much luckier — and without having to use much effort. They had been surf fishing and easily latched on to a number of bags that washed ashore. By noon, the arrival of revenue agents ended the spree. They roped off Ocean Boulevard and the "hootch holiday" was over.

Capt. McCurdy's descent on the homemade little strip along the western shore of Lake Worth had become only a memory when Carmichael cleared his small landing field near Belvedere Road in the early 1930s. Enthusiasts flying small sports planes began using the field in increasing numbers. As a result, a small hangar was built to protect planes from the elements.

One of the more experienced pilots announced he was in the market to give lessons. Among his earliest students was Grace K. Morrison. She proved a fast learner. With encouragement from her employer, architect Maurice Fatio, she soon was flying solo.

Before long, she became a confirmed enthusiast. It didn't take her long to begin talking to West Palm Beach's mayor about the possibility of creating a larger and safer airport. She suggested that the town's administrators send a request to Washington for funds to erect a more substantial field.





Her pleas apparently fell on deaf ears, because before long she found herself going to Washington. Eventually, she obtained a promise that federal funds would be provided for her project.

When the new airport was completed — for the most part by the WPA's corps of workers — Fatio donated a small airport building and provided landscaping for the approaches. Miss Morrison, however, never lived to see her airport dedicated. She was killed in an automobile accident just a few months before the airfield was dedicated.

Morrison Field was dedicated on Dec. 19, 1936, under the auspices of the Chamber of Commerce. The renowned Capt. Rickenbacker took part in the ceremony as president of Eastern Airlines. Also on hand was Grover Loening, an international figure in aeronautical engineering and the creator of the aircraft paint known as "Loening Yellow."

Loening, a Palm Beach resident and an airplane enthusiast, was a "purist" even when it came to automobiles. He would specify to dealers that the chrome and ornaments must be removed from his purchases because he wanted his cars' finish to be "like the skin of an aircraft."

From the start, Eastern Airlines, with once-a-day passenger flights, serviced Morrison Field. After leaving Miami and landing at West Palm Beach and 11 other cities, its planes arrived in New York 13 hours after leaving the Palm Beaches. One-way fare was \$81.78.

The length of these flights, of course, was shorter than the three days Huntington used to make the trip from New York to Palm Beach.

"But in those days I was in no hurry," he said. "After all, when I did get to Palm Beach, I stayed put for a while. We didn't rush around in those days the way some people do today."

One Palm Beach resident who does rush around — an aviatrix, no less — is attractive June Davis. A

flier for the past 28 years, she now is piloting DC-3 charters for Florida Airmotive based at Lantana Field.

Ms. Davis, unlike Miss Morrison and Mrs. Merrill, has a highly diversified flying background. Among her earlier endeavors was participation in the highly publicized Powder Puff Derby and in the International Air Race. She won the latter event twice.

"I feel happiest when I'm at an airplane's controls," she said re-

cently. "Flying DC-3s is exciting. Remember, the 50th anniversary of these old-timers was observed recently. And, as far as I'm concerned, they're as reliable as a star center-fielder wearing a baseball glove on each hand.

"The DC-3 may not be a fast plane but if you have somewhere to go it's sure to get you there."

Ms. Davis keeps getting "there" and plans to keep doing so.

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and particulars, few could deny the critical need for a new airport.

When the present facility opened in 1966, the \$4 million terminal seemed capable of handling the leisurely flow of traffic then estimated at about 260,000 passengers annually. The fact that it quickly outgrew itself was no fault of the planners who could not foresee the extent of the astonishing population boom in South Florida.

Between 1970 and 1980, for example, the population of Palm Beach County jumped by 65 percent, while the nationwide increase was only 11 percent. That trend continues: The projected growth rate for the county between 1983 and 1995 is 46 percent.

The traffic at PBIA reflects the population surge. The county's annual report noted that during the year ending Sept. 30, 1984, more than 3.9 million passengers arrived and departed. In response to that growth, the County Commission approved a \$188 million bond issue of which \$157 million will be used for new construction at PBIA.

The fate of the new PBIA actually was decided more than two decades ago when voters elected to keep the present site rather than construct a new facility 20 miles west of the city. That decision left today's planners with only two options when expansion became inevitable: Renovate the old or build anew.

Many favored renovation, contending that a new terminal would be too expensive. One of those was Guerry Stribling, appointed chairman of the citizens' Aviation and Airports Advisory Committee (Triple AC) by the County Commission in early 1985.

"At first, the present building appeared to be perfectly adequate to us," Stribling said. "But the problem was to integrate it with a long-term facility to serve the county through the early part of the 21st century.

"Initially, I was one of those in favor of trying to retain a use for the old building. But it took us only two meetings to come to the unanimous conclusion that that would not be appropriate, that it would cost more to renovate the terminal and bring it up to standards than to build a new one."

After the decision was made to start from scratch with a new terminal building, airport officials prepared a report outlining in broad terms the look of PBIA circa 2000. The report reflects the officials' understanding of the scope of the project. It highlights and outlines several important project features including the following:

- Designs call for the new terminal to be built on the 1,500-acre site just west of the present terminal. It will approximately double the existing available square footage and aircraft parking positions. The new building will face north; the existing terminal will eventually be replaced by a 12-gate concourse.
- The plan to shift operations overnight in a "lights on, lights off" move to the new location will minimize passenger inconvenience.
- Improvements in surface transportation are scheduled a lower-level drive for arriving passengers and an upper-level drive for departing traffic.
- An 1,100-car parking structure on the roof of the terminal will serve short-term parking; a 1,225-car, long-term deck is planned for the front of the terminal.
- Two passenger concourses each with 12 aircraft parking positions will serve major airlines, and a separate commuter concourse and hold room will handle other aircraft. As now planned, this third concourse will extend northwest from the new terminal building.
- A two-story concession mall will run the entire 650-foot length of the terminal.
- A ground-level Federal Inspection Service (port of entry) facility will handle 400 passengers an hour.
- Planners have allowed for terminal expansion and additional concourses as demand requires with minimal disruption to normal

operations. By the end of the year 2010, the number of aircraft gates is expected to reach 46.

Outlining the project is one thing; accomplishing it is quite another. Decisions on how best to do it are still being made.

Runways will, for the time being, stay the same. Planners believe present runway configurations can adequately handle the air traffic — even with the enormous increases expected — well into the next century, so no immediate changes are anticipated in that area.

Still, there are other concerns needing prompt attention. When the voters of yesterday decided to keep the airport conveniently close to home, they unwittingly created a problem that's with us now and is likely to remain with us tomorrow. That problem is noise.

County officials knew the airport bond issue would never fly with the public unless positive steps were taken to address the noise issue. Consequently, an official statement attached to the bond issue noted the following:

"Noise Abatement and Mitigation programs have been developed at PBIA by noise consultants in conjunction with the Department of Airports, Federal Aviation Administration (FAA) and citizen advisory committees. The goal of these efforts is to reduce noise contours and provide relief to PBIA's neighboring communities.

"Existing conditions were monitored and evaluated, noise abatement procedures formulated and tested, and final abatement concepts approved by citizen advisory committees and local governing agencies. Mitigation elements include ground noise barriers, the purchase of aviation easements, sound insulation of public buildings and homes, and land use planning."

The County Commission also approved four noise ordinances. One bans any new aircraft noisier than those presently allowed at the airport. The second assigns takeoffs and landings to different runways

FIRST-CLASS AIRPORT

at different times to limit the noise over residential areas. The third is a partial nighttime operations restriction ordinance that prohibits the departure of certain noisier aircraft between 10 p.m. and 7 a.m. (the new quieter, wide-body models will not be restricted). The last ordinance established environmental fees based on the noise level of the aircraft; the Department of Airports anticipates revenues of approximately \$1 million per year from soundproofing, noise-reducing programs.

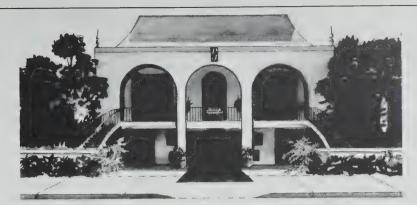
One hope for avoiding similar problems in the future lies in the county's decision to employ citizen committees in the planning process — and then listen to what they say. Foremost among these is the Triple AC with its host of influential community leaders as members.

"Almost everyone on the committee has some experience in aviation or in building and development, and we are able to look at things the County Commission just doesn't have time for," said the committee's chairman, Guerry Stribling. "For instance, at one time we were generally critical of some of the colors that had been selected. We felt they were sort of drab. Our feeling was that when people get off a plane from Buffalo in the middle of February, they ought to know immediately where they are, and we didn't think they would get that impact with the colors that were planned. It wasn't that they were unattractive, just that they were more appropriate for a hospital than for PBIA."

The designers did offer a modified color scheme proposal in response to the committee's suggestions.

Everyone on the committee is pretty enthusiastic about the project. The design team seems to have done a first-class job," Stribling added.

In addition to citizen advisory committees like Triple AC, businesses and people who serve travelers are equally interested in the airport venture. Bob Rosenberg and

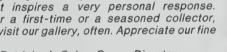


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members of the county's hotel and restaurant associations obviously have a vested interest in the future of the new facility. They have also attended planning sessions and provided input based on their expertise and needs.

"The aesthetics, the layout, the traffic flow — all those things will make it much easier and more enjoyable for travelers using the new airport," Rosenberg commented.

But the airport does not exist in a vacuum. Even before expansion work started, PBIA had become a stimulus and a magnet for a multitude of new businesses and industries (many of them tourist or business-traveler oriented) in the airport neighborhood.

"The new airport already has tremendously influenced the growth of hotels, meeting centers and the like throughout the area," Rosenberg continued. "About a dozen new hotels have announced

they want to build in the county, and perhaps a third of those would be near PBIA. There are three large hotels there now and three or four more to be added, which will mean one of the largest collections of rooms in the county in that one area."

The Hilton, the Hyatt and Servico's Royce Hotel are in place. Servico also has its name on a nineacre site across the Belvedere Road-Australian Avenue intersection where a second company project may be located. A mammoth hotel, office and commercial complex has been approved for construction on a 40-acre triangular site on the northeast corner of the same intersection. That development, dubbed Centrepark, will be constructed over a 10-year period at a cost of over \$250 million. Plans call for a 250-room hotel, four high-rise office buildings, banks, shops and restaurants contained in a complex

of more than two million square feet, larger by far than the Palm Beach Mall.

Final commitments have yet to be made on what will be done with the strip of airport property along the south side of Belvedere Road. Facilities now located there — such as the airfreight building or that of the County Transportation Authority (COTRAN) — will have to move sooner or later. When they go, that strip of eyesores overnight could become one of the most attractive and commercially desirable pieces of real estate in South Florida.

And even with its own immeasurable impact, the airport may be only a harbinger of things to come.

County Commissioner Ken Adams foresees the area around the airport as a major transportation hub. "The Expressway Authority is looking at the possibility of an eastwest expressway through that corridor," he said. "We've met with the Palm Beach, Broward and Dade metropolitan planning organizations and have their support to go to Tallahassee to work for extension of a tri-county rail system to PBIA. I've talked with members of the governor's commission working on a high-speed rail project, and they're very enthusiastic about a possible station in the airport area; so there are a lot of exciting things happening there.

"It's an understatement, but the new airport is just incredibly important to the future of Palm Beach County," Adams said.

Indeed, the dreams of the planners and the expectations of the public do not always coincide. But in the case of the new PBIA they may have formed the perfect marriage, a union aptly summarized by architect Duane Stark:

"In our plans, we are trying to convey the impression about this area we believe already exists in the minds of many. If we can give visual reality to the dreams of many, if we can confirm the hope that there is something special and unique about Palm Beach County, then our message will be a success."

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— Elisa A. Williams

family homes worth an average \$55,000 or \$60,000 — though some more luxurious homes go for much higher sums. The average income is about \$10,000 a year per person, according to the community's comprehensive plan. (Actually the figure is higher than it sounds, because "per person" includes children and others who are not wage earners.) The residents are primarily white, with a sprinkling of other ethnic groups.

John Appleby, a young engineer who moved to Florida from Ohio over a year ago, bought a condominium in Palm Springs' Waterview Estates. "I like the community," says Appleby. "I find it very friendly. I also like to use the recreation facilities."

Appleby lives an active, single lifestyle. He finds most of the things he likes to do near him in Palm Springs. "I'm a bicyclist and a scuba diver," he explains. "I bike in John Prince Park (half a mile south of Palm Springs). I can even bike to the Lake Worth public beach (almost 2.5 miles south).

"If I want nightlife, I can easily go north to Okeechobee Boulevard or Palm Beach Lakes Boulevard — or to Boca," he adds.

Appleby finds the mixture of people in his part of Palm Springs appealing. About half the people in his condominium development are married, and the rest are single or divorced, with a few single parents. There are some elderly residents, but Appleby does not feel he is living in a Florida retirement community. "There are a lot of younger kids. They keep things lively," he observes.

"Overall, I find Palm Springs like a small town," he says. "I think that is unique in Florida."

The prosperity in Palm Springs is evident. The small community has no less than seven financial institutions. The prosperity has also brought a problem — bank robbery.

But the Palm Springs Public Safety Department, headed by Skip Hoagland, has a very good record. Two bank robberies last February and April were quickly solved. Palm Springs police swooped down and bagged the robbers before they could flee with their loot.

"The key to solving bank robberies is response time," says Hoagland.

The No. 1 crime problem is perfectly predictable for a quiet, prosperous, middle-class community: burglary. Palm Springs authorities are convinced the town

has been targeted by professional burglars working from Fort Lauderdale and points south. Police say the main problem spots are condominiums, which have fences to conceal thieves while they crowbar the sliding glass doors.

Again, response time is the main weapon employed by Palm Springs' 23 police officers (who also double as firefighters). "We have the response time down to two minutes," says Miller. "We'd rather

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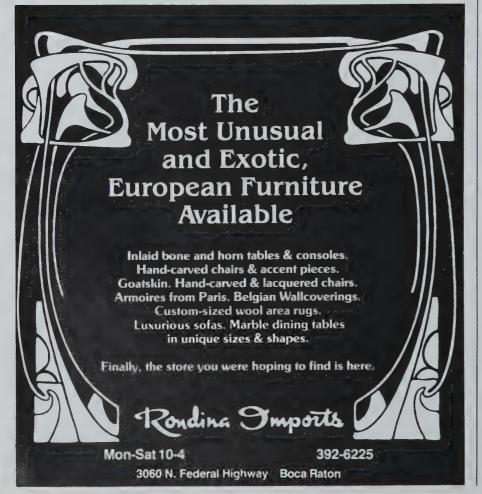




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have someone hear something and call and there be nothing, than to have someone not call and there be something." Every home in Palm Springs is looked over by a police officer at least every eight hours, and homes of vacationers on the "dark list" are checked much more often.

The businesses in Palm Springs are concentrated along Congress Avenue and in two shopping centers.

Greenwood Shopping Center, off Congress Avenue, is the newest and is still booming. Fifteen months ago Tom Ngai opened a Chinese restaurant, the New York Tea Garden there. Ngai was chef at the Mandarin restaurant in Palm Beach for 10 years, and had been looking for an opportunity to move out on his own.

"Someone showed me this place at just the right time, and I liked it," says Ngai, who came to the United States from Hong Kong 16 years ago. Ngai opened his restaurant with 1,200 square feet — and quickly expanded to 2,500 square feet. Later he expanded again, to 3,600 square feet. Ngai has a good lunch group and a good dinner crowd. He also serves takeout. "It's very steady," he says, "which is good for a Chinese restaurant."

A few miles south, also on Congress, the Palm Springs Shopping Center has had its ups and downs. Grant's, one of its big draws, closed down nationally. Publix, when it could not get the clearance to expand, moved its store out. The shopping center languished until Home Depot opened its outlet there over a year ago. Now the shopping center is doing well, even without a grocery outlet.

The oldest business in the mall is Paul Schuette's barber shop. Schuette bought the shop 17 years ago when it was three years old.

You can still get a shave at Schuette's, and also an old-fashioned scissors-and-comb haircut. But he also offers styling and perms. Schuette has had to change

to survive, to move from the days of crewcuts through the long hair-styles of the '60s to the blow-dried styles of the present. "I've learned that people will pay me for what I leave on just as much as for what I take off," he says.

Despite his willingness to change, Schuette fears he is getting left behind by the area's fast growth. His main trouble today is that too few people know he is there, in a courtyard nook of the mall. Schuette feels he is depending too much on old customers and referrals.

"We do get some new people walking in," Schuette says, "but we're not getting the growth pattern we've been led to expect."

Now Schuette is butting heads with bureaucracy and village hall. He wants a more visible, free-

Palm Springs
is a garden spot
in the middle of
Palm Beach County

standing sign within the mall's driving lanes — but he can't get one because of Palm Springs' sign code. "The law says there can be only two standing signs, but that clearly means two signs on Congress Avenue. I can't get anybody to listen to me," he laments.

To those who drive past Palm Springs, there may seem little difference between the village and the unincorporated area that surrounds it. To those who live in the village, there is a big difference.

Today Palm Springs is looking into all that white space on the map—the unincorporated area—and thinking of expanding. "Annexation is very much an issue," says Miller, "and many outside the village are eager to be included," he says.

The village offers many ser-

vices. Palm Springs has its own public library. It even operates its own utility, which has expanded to serve an area twice as big as Palm Springs itself.

The community has a full-service recreation department with three full-time professionals with degrees in recreation — and several part-timers on its staff.

The department plans activities for retired residents, including trips to the racetrack, theaters, res-

taurants and shopping, according to Steve Peffers, recreation director.

Aerobics classes are offered for all ages. Other athletic programs are aimed at those who might have trouble scraping up a game elsewhere. For instance, Peffers figures athletic young men who want to play softball have plenty of outlets elsewhere — on company teams, for example. So he has tailored his softball program for older men and women. "We have a coed softball



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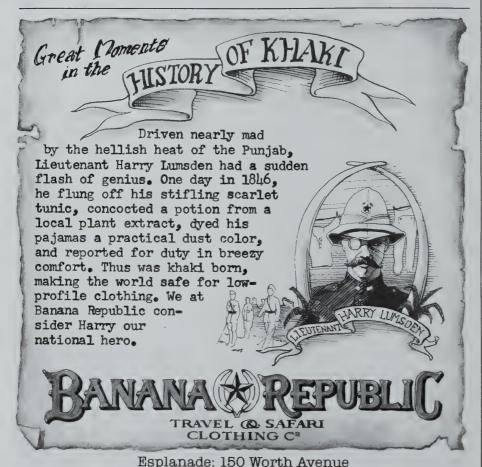
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team, and another for men 35 and older," says Peffers. "We also have a volleyball league."

For the youngsters, there is little league soccer and baseball. Professional staffers supervise the games and take care of details like ordering uniforms and trophies.

The department has also built a fitness trail with 20 exercise stations.

Until just recently Palm Springs was the fastest-growing community in a fast-growing area. Now Miller says the highest development rate has shifted north to the Jupiter area. Palm Springs is getting pinched with growth to its west and north. As a result, the village is caught in a traffic grid that is not of its own making. It stands at a crossroads of sorts, which is good for business, but bad for traffic. Builders have developed west of Military Trail — and even west of Route 441, where the village of Royal Palm Beach sprawls. To get to Interstate 95, to the beaches, to shopping and the airport, people in those western areas have to traverse Palm Springs. Thirty years ago the traffic light at 10th and Congress avenues was a blinking yellow "caution" light. Today that intersection is one of the area's most congested.

Pressure is also expected on the land itself. As land runs out elsewhere, builders will want to redevelop and put up higher structures with less space between buildings and more pavement.

"We want to keep Palm Springs green," protests Miller. "We don't want to let the developers pave it over."

The key is zoning and a tight land-use plan, says Miller. Palm Springs will not allow structures higher than four stories. Condominiums and apartments are balanced with single-family homes. Businesses are concentrated outside residential areas.

"Palm Springs is a garden spot in the middle of Palm Beach County," says Miller. "We plan to keep it that way."

Continued from page 103

McFadden, "but it certainly is an end of an era. I don't think that kind of living will be seen again." She wryly commented that only an Arab oil sheikh would be able to afford the style that Lannan enjoyed, but it is doubtful that any sheikh would have his vision.

The house itself, an architectural triumph of clean lines and open expanses, sits at 1768 S. Ocean Blvd. and offers views of the ocean and the lake. Windows open up to reveal broad vistas of modern sculptures of geometric designs and unusual subjects. Massive concrete

pies translate into modern art and steel girders form futuristic sundials. All of the exterior artwork is scheduled to be removed when the house is sold.

As part of Lannan's legacy, the tremendous sum of over \$80 million was left to the foundation that bears his name. Bonnie Clearwater, prominent art expert, has been hired as the Foundation's new art director. She has said that her emphasis will be on building the recognition of the Lannan collection through a series of lending programs, so more people will be able

to enjoy Lannan's artistic taste.

New artworks will be purchased by the Foundation, but in keeping with Lannan's personal philosophy, the focus will be on emerging artists who are on the cutting edge of the art movement.

If Four Winds is simply turned into a fine private residence, something of the recent history of Palm Beach will be lost. There are many wealthy people with impressive art collections, but there was only one J. Patrick Lannan and his impact on a home, a museum and the art world is unforgettable.



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Continued from page 97

rib roast. Rack of lamb, which is a popular choice for home entertaining and restaurant dining in South Florida, is often preferred rarer than pink. But, many people also prefer lamb well done.

Preparing a rack is not difficult. It consists of seven or eight ribs and normally weighs from 2 to 2.5 pounds and is an excellent roast for two or three people. Ask the butcher to crack the chine between the ribs for easy carving and to trim away some of the fat. Also request that he "French" it by removing the meat between rib bone ends to a depth of approximately 1.5 inches.

Place roast, fat side up on a rack in an open roasting pan. Insert garlic slivers and fresh rosemary into the meat if desired. Season with salt and pepper. Greeks like to rub the lamb with lemon juice and season it with garlic and oregano.

Rack of Lamb Dijonnaise is

roasted with a garlicky Dijon mustard and bread-crumb coating. The spicy crust gives the tender lamb a wonderful fragrance and flavor.

Crown roasts are made with two or three racks and are traditional fare for the holiday table. A crown roast made with two racks will feed six to eight; three racks make a crown to serve eight to 10.

Some cooks like to brown racks in a little oil in a pan or under the broiler, then insert a thermometer and finish in the oven to the desired degree of doneness. An internal temperature of 140 degrees is considered rare; 160 is medium and 170 is well-done.

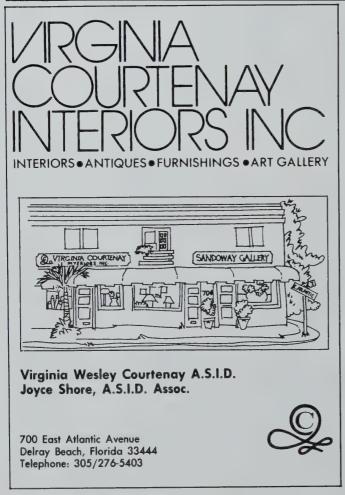
RACK OF LAMB DIJONNAISE If you do not like the sharp taste of garlic, blanch it. Peel about 5 or 6 cloves and drop into boiling water. Bring to boil again, then drain. Put in a blender or mini chopper and puree to a fine pulp. Place garlic in bowl with 2 sprigs fresh, chopped

rosemary, 1 cup finely chopped fresh parsley and freshly ground black pepper. Add 2 tablespoons Dijon mustard, ¾ cup soft bread crumbs, 1 tablespoon olive oil and stir until mixture is smooth and well mixed.

Wipe meat with damp cloth and pat dry with paper towels. Season all over with salt and pepper, then score fat in a crisscross diamond pattern with a sharp knife.

Heat a little olive oil in a large pan and brown the rack or racks well over high heat or place under broiler to brown. Spread the garlic and herb mixture evenly over the fat side of the lamb. Smooth it with a knife and place the roast in a preheated 375-degree oven. Place meat thermometer in the meat and roast until meat is to your liking and the crust is golden brown. Let rest in warm place for 10 minutes before serving.

The leg is the most popular





choice for Easter. To add elegance, it can also be "Frenched." A small portion of the shank meat is cut away to expose the bone. Dress the bone up after roasting with a paper ruffle, if desired.

A boned leg, rolled or butterflied, is easy to carve and produces more servings. Lamb lends itself to a wide range of seasonings from garlic, mustard and herbs to sweet spices and fruits.

> HONEYED ROLLED LEG OF LAMB

4 cloves garlic

½ cup boiling water

1/3 cup honey

1 cup soy sauce

1 leg lamb, about 5 to 6 pounds, boned and rolled

½ cup water

½ cup dry white wine

Mash garlic in a bowl. Add water to honey and stir until honey dissolves. Add garlic and soy; mix well. Place meat fat side down in a dish and pour half of the honey mixture over meat. Turn meat and add balance. Cover and refrigerate for 24 hours; turn 3 or 4 times. Put meat fat side up in roasting pan on rack. Add ½ cup of the marinade and 1/2 cup water. Roast in preheated 325-degree oven for 3 to 4 hours or until done as desired. Remove to hot serving platter. Pour off almost all pan juices into a skillet. Skim off fat and add wine and heat. Serve with the lamb.

BUTTERFLIED LEG OF LAMB

1 leg, 5 pounds or more, boned and flattened

Dressing:

2 tablespoons Dijon mustard

½ teaspoon salt

1/4 teaspoon pepper

4 tablespoons brown sugar

2 tablespoons soy sauce

2 tablespoons olive oil

1/4 clove garlic, crushed

1/3 cup lemon juice

Heat oven to 500 degrees. Combine all ingredients for dressing. Brush lamb with dressing. Lay it on a rack in roasting pan. Add some water to the pan to prevent burning. Cook for 20 minutes brushing and basting frequently. Turn leg on other side halfway through cooking time. Let lamb rest before carving. Slice on bias; serve with pan juices to about 8 to 10 people.

Here is a no-fail way to roast leg of lamb.

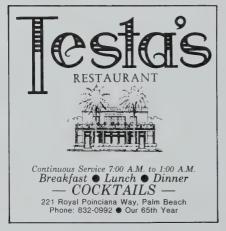
ROAST LEG OF LAMB 1 (6- to 10-pound) leg of lamb Garlic bud

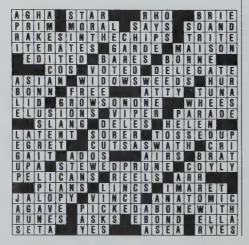
Preheat oven to 500 degrees. Rub the roast with garlic, or put pieces in slits of the roast. Put roast in oven for 30 minutes and then turn off the heat. Do not open oven door for exactly 2 hours, then open it and remove the roast. Allow roast to stand 15 minutes before carving. Thirty minutes will give you a rare roast. If you wish a more well-done roast, then cook it for 35 minutes at 500 degrees before turning the oven off. The rule of thumb: 5 minutes per pound for rare and 5.5 to 6 minutes for a more well-done roast.











Although Palm Beach Life makes every effort to ensure accuracy, occasionally restaurants change their hours or menus after we go to press.

PALM BEACH COUNTY

PALM BEACH

The Breakers, 1 S. County Road. After 50 years of service, the hotel has maintained the elegance which reflects an era of a more gracious way of life. Dine in the elegant Florentine and Circle dining rooms; have an informal luncheon at the Beach Club or a quick burger or salad at the intimate Golf Club. 655-6611.

Cafe Cocoanut, 237 Worth Ave. Chic Worth Avenue cafe now owned by Carol and Richard Katzenberg of Clematis Street Cafe fame. Offered are glorious soups and desserts, sandwiches on homemade breads, salads and imaginative entrees. Luncheon is open to the public. Dinner is for Dinner Club members only. 833-6448.

Cafe L'Europe, in The Esplanade on Worth Avenue. Celebrating its fifth anniversary, this Mobil Travel Guide 4-star and longtime Travel/Holiday award-winner introduces Bubbles in the Bistro. On marble-top tables amidst mirrors and rich wood panels, experience Palm Beach's ultimate Caviar Bar featuring five different caviars along with frozen vodkas and various champagnes by the glass to complement light casual entrees 2:30 p.m. until closing, Monday through Saturday. In the dining room, abundant fresh flowers, Ming Rose china, fine crystal and silver create an elegant, comfortable backdrop for fine European cuisine at luncheon or dinner. Extensive wine and bar lists complete the service. Monday through Saturday, luncheon 11:30 to 3 p.m., dinner 6 p.m. to 10:30 p.m. Valet parking. Jackets and ties for dinner. Reservations. 655-4020.

Capriccio, Royal Poinciana Plaza. Continental and Italian delicacies. Veal dishes are most popular: scallopini saute Capriccio, scallopini a la marsala and veal zingara, with its shredded ham garnish and subtle light tomato sauce. Luncheon is served Monday through Saturday from 11:30 a.m. to 3 p.m. Open every night for dinner from 6 until 11 p.m. 659-5955.

Charley's Crab, 456 S. Ocean Blvd. Fresh seafood dining features local pompano, snapper and swordfish when available, plus fish and seafood from Boston and the Great Lakes. Raw bar, bouillabaisse, paella, Maine lobster and soft-shell crabs are also served. Luncheon hours are Monday through Saturday from 11:30 a.m. until 3:30 p.m. Dinner hours are

from 4:30 to 10 p.m. Sunday through Thursday and 4:30 to 11 p.m. Friday and Saturday. Cocktails are served from opening hour. 659-1500.

Chuck & Harold's, 207 Royal Poinciana Way. Their courtyard features a spinnaker covering which opens for views of the sky as well as dining on the sidewalk cafe. One menu from 11:30 a.m. until 2 a.m. offers burgers, homemade linguine, steaks and ribs. 659-1440.

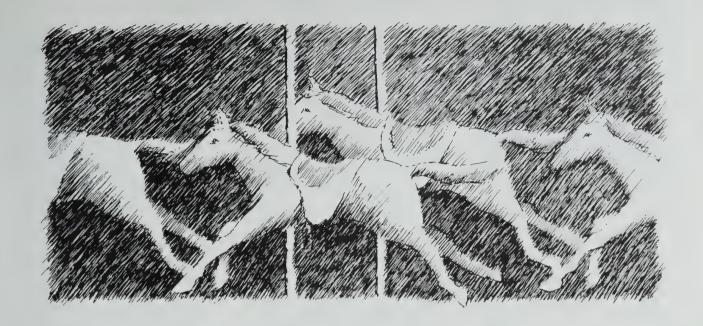
Colony Hotel, Hammon Avenue. One block from Worth Avenue and the ocean. Continental cuisine and an atmosphere of a private club have made the Colony a traditional favorite of Palm Beachers. Luncheon indoors or by their famous pool on the Gold Coast, noon to 3 p.m. Complimentary hors d'oeuvres from 4 p.m. and Ralph Strain at the piano during the cocktail hours. Dining and dancing nightly with Marshall Grant music con-



ducted by Don Scherzi and on Sundays Marshall Grant appears in person. Reservations. 655-5430.

Doherty's, 288 S. County Road. Doherty's has a pub-like atmosphere with great char-broiled burgers, French onion soup, vichyssoise, marvelous chili and great Maryland crab soup. Chicken hash Doherty's is similar to New York's "21" creation. Delicious shad roe with broiled bacon, live Maine lobster, steaks-angus supreme and fresh fish. Oysters, clams on half shell or stone crabs in season. Homemade desserts are a specialty. Doherty's is open every day serving lunch 11:30 a.m. to 2:30 p.m. Light snacks and hamburgers served from 2:30 p.m. to 4 p.m. Dinner 5:30 p.m. to 11 p.m. Also Sunday brunch 9 a.m. to 2:30 p.m. 655-6200.

Epicurean, 331 S. County Road. American cuisine with a continental flair. Breakfast, lunch and dinner. Luncheon features California cobb salad, Danish open-face



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Northern Trust Bank of Florida/Palm Beach, 300 Royal Poinciana Plaza, Palm Beach, Telephone 655-9770.

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sandwiches, soups and crepe of the day. For dinner try the fresh salmon with whisky and walnut sauce. The house salad of exotic greens (mache, arugula, radicchio) is special. Continuous service with such offerings as tea and scones and after-theater snacking. Bakery on the premises, bar and music. Doors open at 7 a.m. and close at 3 a.m. 659-2005.

- Hamburger Heaven, 314 S. County Road. Few would say their juicy, tasty burgers prepared from freshly ground, quality beef are not heavenly. They also offer steak dinners and glorious pies and cakes. Lunch and dinner. 655-5277.
- Jo's, 200 Chilian. This charming little restaurant offers a continental menu, but the famous crepes of Brittany are still a specialty. Veal, duckling, baked lump crab-meat imperial and fine steaks. Lobster mousse served in artichoke bottoms is a delicious appetizer. Lunch and dinner.
- La Famiglia, 235 Worth Ave. Northern Italian cuisine with a few Southern Italian favorites. The popular carpaccio - lean and tender raw beef sliced paper thin plus homemade pastas and pesto and an antipasto table with such delights as mussels marinara and fresh roasted peppers. Copeland Davis entertains live Tuesday through Saturday evenings. 655-5959.

- La Trattoria, 251 Sunrise Ave. Italian provincial cuisine - cannelloni, zuppa di pesce, piccata di vitello and other dishes typical of the provinces. Dinner only. Closed Sundays. 655-3950.
- Le Monegasque, 2505 S. Ocean Blvd. This popular French restaurant hidden in the Palm Beach President offers top-quality fare. The menu is French but not haute cuisine. Enjoy dishes of Provence such as bouillabaisse and cassoulet. An excellent wine list. Open for dinner. 585-0071.
- L'Express, The Esplanade, 150 Worth Ave. French bakery and wine bar. Hours are 9 a.m. until 7 p.m. French breads from baguettes and boules to the batard and sourdough. Takeout includes savory croissants filled with spinach and goat cheese, Italian vegetables, and ham and Swiss. Soups, sandwiches and hot entrees such as quiche with ratatouille and bratwurst with warm German potato salad and red cabbage. 833-2117.
- Maurice's, 191 Bradley Place. Specializing in Italian cuisine, favorites on the extensive menu are seafood posillipo, osso buco and squid Milanese. Open for lunch 10:30 a.m. to 2:30 p.m. Monday through Friday. Hot hors d'oeuvres from 4 to 6 p.m. and dinner from 5 to 10 p.m. seven days a week. 832-1843.
- Nando's, 221 Royal Palm Way. The gracious owner of the restaurant that bears his

name originated the scampi recipe so popular in American restaurants. Continental and Northern Italian cookery are featured. Dinner only. 655-3031.

- Petite Marmite, 315 Worth Ave. This landmark restaurant features a continental menu. Offered are items such as kidneys with mustard sauce, sweetbreads en croute and calf's brains in black butter with capers. Lunch is served from 11:30 a.m. to 3 p.m. and dinner from 6 to 10:30 p.m. Closed Sundays. 655-0550.
- Providencia, 251 Royal Palm Way. This restaurant features French cooking with such delights as fresh Dover sole. Entrees include selle de chevrevil and pilaf de Crevettes au Curry. Lunch is served noon to 2:30 p.m. Monday through Friday and dinner is served nightly from 6 to 10 p.m. Valet parking, 655-2600.
- Ta-boo, 231 Worth Ave. A Palm Beach dining tradition, Ta-boo features gourmet fare and fine wine in a club atmosphere. Luncheon is served from 11:30 a.m. to 3 p.m. Enjoy cocktails from 4 to 7 p.m. and dinner from 6 to 11 p.m. — with music and dancing until 2 a.m. Reservations suggested. 655-5562.
- Testa's, 221 Royal Poinciana Way. Palm Beach's oldest established restaurant is still going strong after more than 50 years. You can dine inside, on the patio or at the sidewalk cafe. Italian dishes



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dominate the menu, but the other offerings are also delicious, especially the strawberry pie. Open from December to April. 832-0992.

TooJay's, 313 Poinciana Plaza. This cafe and gourmet marketplace offers casual dining for anyone in search of good soups, salads, sandwiches and yummy pastries. Brunch is served — Sundays only, luncheon and dinner served every day. No reservations. 659-7232. TooJay's also has a cafe at Loehmann's Plaza in Palm Beach Gardens (same menu). 622-8131.

Two-Sixty-Four, 264 S. County Road. Popular luncheon and dinner spot where one can dine on excellent hamburgers, soups and salads. Dinner entrees include, besides steaks and prime rib, catch of the day and stone crabs in season and four veal offerings. 833-3591.

Worth Avenue Burger Place, 412 S. County Road. This is the place for a high-quality burger or an inexpensive dinner. Prime 10-ounce New York strip, homemade layer cakes and pies, plus some homey delights like baked apples, rice pudding and cup custard are favorites. Omelets and sandwiches are served from 11 a.m. until 9 p.m. 833-8828.

WEST PALM BEACH

Ciao, 3416 S. Dixie Highway. Owner-chef Gino turns out by hand the most delicious pastas in various forms which are offered with freshly made sauces. Veal dishes are special, as well, in this popular and reasonably priced restaurant. Dinner from 4 p.m. to 10:30 p.m. 659-2426.

The Gathering, 4201 Okeechobee Blvd. Choose from a varied menu of seafood, beef and surf-and-turf — though the selections of Midwestern beef are a specialty. Irish, Jamaican and Keoke coffees are also featured. Dinner is served Sunday through Thursday from 5 to 10 p.m. and on Friday and Saturday until 11 p.m. No reservations. 686-2089.

Granada, 624 Belvedere Road. Cuban fare is featured, with Spanish accents. Paella and hearty soups are served. Caldo Gallego is the pride of the house. They are open for lunch and dinner. 659-0788.

Gulf Stream Seafoods Restaurant and Fish Market, 5201 Georgia Ave. Hot plates include fried snapper, shrimp, oysters and Ipswich clams. Pick your fish or seafood from the retail market and have it cooked to order. Lebanese pastries are available Lunch and dinner. 588-2202.

Houlihan's Old Place, Palm Beach Mall, 1801 Palm Beach Lakes Blvd. Houlihan's has everything from light bites to full-course fare. Snacks include batter-fried mushrooms and zucchini, nacho platters and egg rolls. Crispy roasted boneless duck with Grand Marnier sauce is a specialty. 471-9440.



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- Hyatt Palm Beaches, 630 Clearwater Park. The hotel's sophisticated Cafe Palmier will appease anyone's epicurean longings. Bay scallops with broccoli in creamy saffron champagne sauce, filet mignon with artichoke hearts, goose liver mousse and truffle sauce, veal Normandy with apples, morels and tomato noodles are among the offerings for dinner. The Terrace offers breakfast and continuous lunch-dinner service. 833-1234.
- Jade Pavilion. Phillips Point, 777 S. Flagler.
 Classical cuisine featuring the schools of
 Cantonese, Mandarin, Shanghai and Peking. Dim sum available on special order.
 Authentic in every detail, the restaurant
 was designed by a Hong Kong architect.
 Chefs are from Hong Kong. 833-2228.
- La Casserole Francaise, 340 Clematis St. A distinctively French atmosphere, they feature specialties like mousse au chocolat pavillion. Dishes ranging from ratatouille omelette to casserole of Key West shrimp are served. Luncheon and dinner Monday through Saturday, full service bar. 659-6163.
- Margarita y Amigas, 2030 Palm Beach Lakes Blvd. Mexican food is served in an attractive setting. Nachos, enchiladas, tacos and burros, combination plates and chimichanga are on the menu. The menu is the same 11 a.m. until midnight. 684-7788.

- Nonna Maria, 1318 N. Military Trail in Luria Plaza. Intimate Italian restaurant offers provini veal dishes and pasta. Rollatini is veal stuffed with prosciutto and mozzarella cheese and topped with mushroom sauce. 683-6584.
- Royal Greek, 7100 S. Dixie Highway. Family restaurant offers Greek and non-Greek dishes with home-cooked flavor. Pepper steak kabobs, moussaka, pasticho and baklava are delicious. Be sure to try their Greek wines and the towering coconut meringue pie. They're open for breakfast, lunch and dinner. Closed Sundays. 585-7292.
- Sawgrass Grill, 1756 S. Congress Ave., Palm Springs. A handsome restaurant offering fresh seafood and steaks. Catch of the day, shrimp and lobster tails and choice grilled steaks. Luncheon features a wide selection of salads and sandwiches, 964-4101.
- Sitar of India Restaurant, 7504 S. Dixie Highway. Patterned after the famous Khyber Indian Restaurant in Chicago, the fare is authentic with many dishes cooked in the tandoor oven. Specialties include Mughlai curries and Biryani rice dishes. Lunch and dinner and most items available for takeout. 582-2496.
- Tequila Willie's Saloon & Grill, 2224 Palm Beach Lakes Blvd. This fun restaurant has a casual Mexican atmosphere, where

- you can enjoy a variety of munchies or a full dinner. Open for lunch, dinner, late snacks and Sunday brunch. 471-1900.
- This Is It Pub, 424-24th St. Delicious soups and chowders, daily gourmet specials from chicken cacciatore to bouillabaisse, fresh crusty bread, aged prime ribs and steaks, dessert drinks plus Key lime pie are served. Service is continuous for luncheon from 11:30 a.m. Tuesday through Saturday. Dinner from 5 until 11 p.m. weekdays and until 11:30 p.m. Friday and Saturday. Closed Sundays and Mondays. 833-4997.
- Tony Roma's, 2215 Palm Beach Lakes Blvd. The place for barbecued baby-back ribs or go for barbecued chicken, pan-fried brook trout, a burger or a steak. They're open from 11 a.m. until 1 a.m. Monday through Thursday and until 3 a.m. on Friday and Saturday. Sunday hours are 2 p.m. until midnight. 689-1703.
- Willie's Fresh Seafood Restaurant, 1681 N.
 Military Trail. Willie's has fresh fish in season. Veal Oscar features provini veal topped with crabmeat. Fresh grouper with linguine and shrimp marinara are good choices. 686-6062.
- Yamato Steak House of Japan, Pine Trail Plaza on Okeechobee Boulevard and Military Trail. Raw steak, chicken, shellfish and vegetables are grilled at the table by Japanese chefs. Five-course dinners

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feature sirloin, filet mignon, sesame chicken, shrimp, lobster and scallops. Tempura shrimp and vegetables are also good. They're open Monday through Saturday, 4:30 to 11 p.m. and Sunday 2 to 10 p.m. 686-3508.

LAKE WORTH

Alive & Well, 612 Lake Ave. Serving food for health such as salads, sandwiches and homemade soups. Dinner entrees include baked eggplant and stuffed avocados. Freshly squeezed juices, natural ice cream, hot carob sundaes. Wine and beer are served. No smoking. 586-8344.

Cafe Vienna, 915 Lake Ave. If you like old world ambience, the new Cafe Vienna offers a warm European-style decor with food to match. Soups ranging from tomato to matzo ball are made from scratch. Chicken Wellington, quail stuffed with chestnut dressing served with raspberry sauce, veal roulade, shrimp Vienna and the Viennese specialty, wiener schnitzel, are some of the dinners available. Pastries include the chef's own Black Forest cake and sacher torte made from the original recipe. Dinner only, reservations suggested. 586-0200.

Oriental Express, 375 S. Military Trail. Chinese fare in attractive and comfortable surroundings. The menu reflects some of the best of Cantonese, Mandarin and Szechwan styles of cooking. Luncheon and dinner. 968-3550.

吗

Pancho Villa, 4621 Lake Worth Road. Mexican and a few South American favorites: real tamales steamed in corn husks, chiles rellenos, tacos and enchiladas. Soncocho stew, a specialty of the house. Service from 10:30 a.m. every day. Takeout or eat in. 964-1112.

Shangri-La, 920 N. Dixie Highway. Mandarin and Szechwan cuisine cooked to order over a jet flame. Pot stickers, dumplings filled with meat and vegetables, and vegetable entrees are specialties along with Moo Shu pork with mandarin pancakes and whole steamed fish in season. 586-5343.

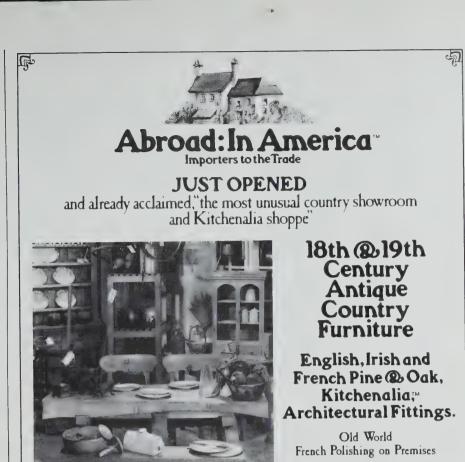
Swedish Steakhouse, 824 Lake Ave. Scandinavian fare in a pleasant setting. Luncheon specialties range from Swedish meatballs with lingonberries to braised brisket with horseradish. Luncheon hours are 11:30 a.m. to 2:30 p.m., Monday through Friday. Dinner is served Tuesday through Saturday, 5 to 9 p.m. Sunday hours are 11:30 a.m. to 8 p.m. 585-1937.

LANTANA

The Ark, 2600 W. Lantana Road. Meat, seafood and fowl — and plenty of it — are available at affordable prices. The roast prime rib comes in four cuts from eight to 24 ounces or try the "elephant" 16-ounce strip. 968-8550.

BOYNTON BEACH

Banana Boat, 739 E. Ocean Ave. on the Intracoastal. Dine on the patio or in the lounge with views of the waterway. Featured are soups, hearty sandwiches and burgers. Entrees include coconut shrimp, fresh Florida lobster, shrimp scampi and filet mignon. 737-7272 or 428-3727.





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Chef's Touch, 1002 N. Federal Highway. Handwritten menu is table d'hote and changes daily. Prix-fixe offers a choice of five entrees, two appetizers, choice of soup, sorbet, salad, cheese and dessert. A la carte menu offers Irish smoked salmon and escargots or choice of hors d'oeuvres from the fixed menu. Entrees range from steaks, fish and rack of lamb for two. Luncheon and dinner. 732-5632.

Elina's Mexican Restaurant, 3633-B S. Federal Highway. Soups, enchiladas, tamales, tortillas, burritos and the puffy sopapillas served with honey are available. Closed Mondays. 732-7252.

DELRAY BEACH

The Arcade Tap Room, 411 E. Atlantic Ave. One of Delray's oldest restaurants, The Arcade Tap Room features a range of beef and seafood entrees, including a fine prime rib. Dine amid music from 7 to 11 p.m. Daily luncheon specials are also featured. Lunch, 11 a.m. to 5 p.m.; dinner, 5 to 10 p.m. Closed Sundays. Reservations suggested. 276-0401.

Erny's, 1045 E. Atlantic Ave. A delicious broiler menu of steaks and chops. Seafoods include shrimp scampi and seafood Newburg. Luncheon menu features homemade soups, salads, sandwiches and seafood platters. Lunch, 11 a.m. to 3 p.m.; dinner, 6 to 11 p.m. Closed Sundays. 276-9191.

BOCA RATON

Chez Marcel, Royal Palm Plaza on Federal Highway between Camino Real and Palmetto Park Road. Cozy French bistro. Menu geared to seasonal foods. Sea scallops with Belgian endive, fresh salmon with morels and melt-in-the-mouth seafood mousselines. Limoges china and French glassware but moderately priced. 368-6553.

La Vieille Maison, 770 E. Palmetto Park Road. "The Old House," a gem of the Addison Mizner era, offers a romantic setting for dining. The food is excellent, the service sophisticated and the ambience agreeable. Five-star Mobil Travel Guide award-winner. 391-6701.

Sweetwater Barbecue Rib House & Grill, Glades Plaza. Features Southern barbecued ribs and ranch-style chicken. Fresh fish of the day and a selection of charbroiled entrees are also favorites. Lunch is served from 11:30 a.m. to 2:30 p.m. and dinner is served from 5 p.m. Takeout is available. 368-7427.

Tom's Place, Glades Road and Old Dixie Highway. Soul-food restaurant with good down-home cooking serves great ribs plus catfish and hush puppies, fried chicken, cornmeal muffins and collard greens. 368-3502.

Tycoons, 2350 Executive Center Drive in the Arvida Center. Elegant but casual ambi-

ence located in Boca's financial hub. Native fish is a specialty. Seafoods include yellowtail, Florida red snapper and grilled swordfish. Steaks, veal chops and lamb chops are offered. No reservations. 994-2269.

Wildflower, Palmetto Park Road at the Intracoastal. Waterfront cafe serving luncheon and dinner daily. Salads, omelets, steaks, quiches, crepes and burgers. Dancing after 9 p.m. 391-0000.

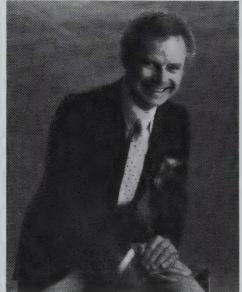
PALM BEACH GARDENS

The Explorer's Club, PGA Sheraton Resort, 400 Avenue of the Champions. This gourmet dining room offers specialties from around the world. Appetizers include Russian piroschki and Japanese shrimp sushi. Entrees range from tenderloin of lion to venison. Open 6 to 10:30 p.m., Friday and Saturday until 11 p.m. 627-2000.

Parkers' Lighthouse, The Harbour Village, 2401 P.G.A. Blvd. Features fresh seafood and steaks grilled over a mesquite broiler as well as prime rib, seafood appetizers and a light grill menu. Lunch and dinner and a terrace bar. 627-0000.

Ristorante La Capannina, 10971 N. Military Trail, PGA Boulevard and Military Trail. Italian fare is prepared and served with finesse. Pasta special fresh daily, rigatoni alla vodka, cannelloni and fettuccine Alfredo are offered. Veal specials





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NORTH PALM BEACH

Bistro Gavroche, 1201 U.S. Highway 1, in the Crystal Tree plaza. European decor and ambience. Country-style duck terrine with homemade bitter-orange marmalade and rack of lamb with fresh herbs are just a sampling of what is offered. The chef served his apprenticeship at Georges Cinq in Paris. Open for luncheon and dinner. Full bar open all day. 626-5502.

RIVIERA BEACH

Crab Pot, 386 E. Blue Heron Blvd. Under the Riviera Beach bridge. Eat blue crabs, catfish and shrimp steamed in beer while you smell the sea air. Open for lunch and dinner every day. 844-9245.

Portofino, 2447 Ocean Blvd. This Italian cafe has a view of the ocean. Try their lasagna and ravioli with homemade noodle dough. Other Italian favorites are offered at modest prices. Espresso machine turns out fantastic coffee and capuccino creations. Lunch and dinner served everyday. 844-8411.

LAKE PARK

Cafe du Parc, 612 Federal Highway. Charming French restaurant in a house features

boneless duck with green peppercorns, quail, sweetbreads, beef Wellington, Dover sole and salmon en croute. Desserts are special. Open for dinner only. 845-0529

Jack's Fish House, 211 N. Federal Highway. Lobsters, broiled or boiled, priced according to size, plus a delightful array of fish and seafood are served. Chesapeake Bay soft-shell crabs and fresh-caught native fish. Open 4:30 p.m. daily. No reservations. 842-7233.

JUPITER-TEQUESTA

Backstage, 1061 East Indiantown Road. Burt Reynolds has an interest in this fine restaurant located near his theater. Open for lunch, dinner and late supper. Dinner specialties include Culibiac of salmon, veal chop zingara, blackened swordfish and steak diane. Appetizers range from potato skins to New Orleans shrimp remoulade. Champagnes fairly priced plus an extensive wine list. 747-9533.

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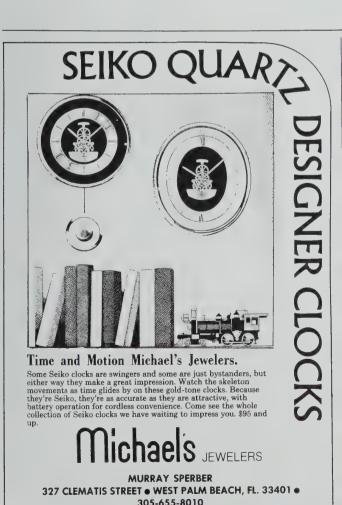
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THE STARS & YOU

Aries March 21 - April 19

Venus in your sun sign and your ruler Mars in fire sign Sagittarius will certainly bring some romantic encounters into your life. Travel is highlighted as well, so the obvious combination is an exotic romantic holiday or at least a weekend away; but, avoid any foreign countries that are politically volatile as foreign travel is dangerous all month. You are in need of a respite from serious developments of the last few months. You are overworking, accepting more responsibilities and feeling pressured since Saturn entered Sagittarius a few months back, but you are right in making a big push at this time. Rare opportunities are available and worth the ef-

Taurus April 20 - May 20

Confusion reigns this month, with many different factions vying for your time and attention. A monetary conflict of interests will be the central issue in a major upheaval and rearrangement of your financial picture. You can come out on top if you are really paying attention and ask for some professional advice on these matters. The third is a day you get a lucky break; you hear an advantageous piece of advice or find yourself holding the winning ticket. Planetary aspects indicate that investment groups, foundations, joint ventures and government funding can play a major role in your future security. Look for healthy investments in these areas.

Gemini May 21 - June 20

There's no way to stay out of the line of fire this month! You have some real battles to fight with your partner, mate and business associates. Keep the long-range picture in sight, or you will find yourself making some rash decisions just to end the chaos. Somewhere in this upheaval is a chance to make progress, improve your career potential, resolve long-term romantic commitments, sign important contracts and legal documents and tie up the loose ends of years of neglected paper work. With your ruler Mercury retrograde from the eighth to the 31st, you will have to read all the fine print personally before signing anything. If possible, delay the finalization of important papers.

Cancer June 21 - July 22

March creates a perfect opportunity for Cancerians to flourish. The transit of Pluto in Scorpio and of four planets in Pisces serves to complement the Cancerian personality. Young people, children, artists and other creative souls stimulate your environment, add color to your social life, enliven your daily existence and bring experiences of freedom and fun. A break from the daily routine at work will allow the time for renewal of old friendships. Some Cancerians will even lose their job or change jobs as a result of dissatisfaction. This upheaval in the working areas of your life will take some longterm goal setting and some serious planning.

Leo July 23 - Aug. 22

There are great days ahead for Leo with so many planets in fire signs keeping the flame high and the action stimulating. Your desires for travel and creative opportunities combine this month to bring a perfect offer. Some hardship may be involved but the idealism behind the scenes is valuable and worth the discomfort. Compromises are made; the promise of excitement is the hook that catches you. Love, adventure, entertainment and good times are calling, but do not leave until practical matters are resolved. Money is a key issue in other areas this month, with some lost and some gained. Careful watching is the only solution. An inheritance is at stake.

Virgo Aug. 23 - Sept. 22

Step softly this month! Sensitivities are running high. You are caught in the middle or so it seems. It might be a good idea to take a look at how you got into this mess. You will be forced to resolve it this month. Partners and mates are dissatisfied and let you know. Not only that, they want you to do something about it! Your life will be rearranged with new long-range plans and the facing of seriously neglected issues. You have always wanted a clean slate and now you get it. Home, family and important partnerships will be analyzed and decisions will be made accordingly. Some close relationships will end; others will become higher on the priority list.

Libra Sept. 23 - Oct. 22

With so many planets in Pisces, it's definitely a mixed bag this month. Health issues affecting you and those close to you are a major focus this month. Clear definition of and communication about the underlying problems will be difficult, but as the month proceeds you find solutions and relief. This is a time for introspection and deep meditation to deal with the problems of life. Your spiritual attitudes will be of great value. Not all areas of your life are under stress at this time; with good aspects to your money house, the recent problems of finances will be solved in a big way. You can improve the working conditions around you and find the help you need.

Scorpio Oct. 23 - Nov. 22

Scorpios are experiencing excellent planetary influence. The last few years of extreme stress are coming to a close, and a new phase will begin. You may have gotten so attached to the challenge of past burdens that you feel uncomfortable with this new freedom. Most Scorpios feel a sense of guilt when letting go, and even replace the resolved problem with a new and different one. Your conflicts will now focus on the financial end of your life. Your accountant will try to make sense of your bank book, and some major rearranging will take place. Long-range plans for a more realistic financial picture will be the end result. You could begin a plan to improve your security.

Sagittarius Nov. 23 - Dec. 21

Go to battle for what you want this month and win. It will not be easy; the opposition is formidable. The issues are personal and emotional but with Saturn and Uranus joined by Mars in your sign, you have the quick tongue, the mental agility, the sensible solution and the personal power to bring a conclusion in your favor. The 13th through the 15th are lucky days. An expected move may be delayed or even cancelled as a whole new set of conditions calls for quick changes and flexibility. Real estate offers can turn your life around suddenly. Some Sagittarians are making long-range personal decisions this month, especially in relation to family planning.

Capricorn Dec. 22 - Jan. 19

Some past problems crop up, and work behind the scenes becomes necessary. This is a long-standing problem with the final solution imminent, so the work is done willingly. Past communication breakdowns are the key issue. Many Capricorns are experiencing a youthful renewal in their life, letting go of past problems and resolving old psychological issues. Some will retreat to a health spa, ashram, religious organization or other improvement training program to increase self awareness and overcome physical problems. Others may seek out therapists. Verbal skills are highlighted, and the development in this area will be a key to future financial resources.

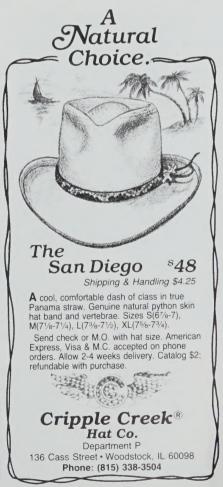
Aquarius Jan. 20 - Feb. 19

You are surrounded by the crazies and chaos reigns, but you remain relatively aloof and detached. With no planets in your sun sign, the action seems to be for others. Just as well. You will have plenty to deal with from the fallout. Your career is taking off, demanding time and energy, bringing increased status, more money and bigger offers. You could receive a windfall profit, extra bonus or a long past-due payment, tax refund or insurance settlement, and herein lies the problem. Friends, relatives and acquaintances will attempt to put a burden on your pocketbook, and holding on to your money will be a major effort. You are known for extremes in money matters.

Pisces Feb. 20 - March 20

Promises, promises. This is a month of unfulfilled promises. Still the possibilities arise, and some of them will come through for you later. You are dealing with personal issues now; your own mental attitudes and the universe will pinpoint the conflicts. Your public image and your career are the areas of focus. Personal relationships at work are under stress. This is the time to change the conditions of your career, make new goals, and take off in a direction that better suits your personality and has a chance of fulfilling your needs. Your desire to express yourself and impose the real you on the world will lead to conflicts, as others are not ready to listen.





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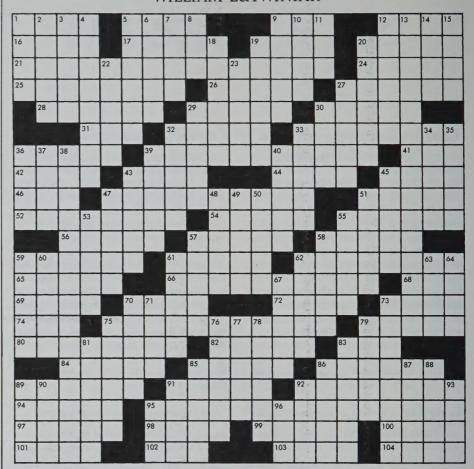
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SOLUTION ON PAGE 150

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